The New-York Times.

VOL. XXII.—NO. 6601. NEW-YORK, THURSDAY, NOVEMBER 14, 1872. PRICE FOUR CENTS.

THE CITY OF BOSTON.

Progress of the Merchants in Resuming Business.

The Fire Entirely Extinguished by a Heavy Rain.

Bank Safes and Valuables Recovered from the Ruins.

Meeting of Citizens to Adopt Relief Measures.

Report of the Chief Engineer of the Fire Department.

Special Dispatch to the New-York Times.

BOSTON, Nov. 13.—Today has been an extremely busy one among the ruins. The heavy rain of last night had entirely extinguished what little fire was left in the *débris*, and the gangs of workmen engaged in pulling down walls, clearing away the wreck, and digging for safes, worked with much greater facility than on the previous days. The streets are now almost entirely cleared, and a tour of the burnt district is no longer difficult, but it also has less of novelty than it had, for there is no longer that scene of wild desolation which was presented during the first two days.

With the clearing away of the ruins has come a more general feeling of confidence in the future, which is due, to a large extent, to the action of the insurance companies. The meeting of agents last night, of which mention was made yesterday, afforded only a partial view of the situation. It has now been ascertained that the Massachusetts companies, mostly located in Boston, held $28,620,000 in risks, and of this sum only a small amount will be paid in full. All but five of the twenty-one Massachusetts companies are rated as paying various amounts, from twenty-five to ninety-five per cent. of their losses, the average being about fifty-two per cent. There were also ten Massachusetts mutual companies having $4,875,000 of risks, and all of these will pay in full except the Union of Boston, which has $1,500,000, and is rated at only seventy-five per cent. Of the companies of other States, 105 do business in Boston, and had losses in the burnt district amounting to about $18,000,000, every dollar of which will be paid in full, as is also the case with eight foreign companies, having losses amounting to $5,740,509. These facts have greatly strengthened general confidence, and as all the solvent companies manifest a desire to adjust and pay their losses without any unnecessary delay, there is almost a feeling of buoyancy in the city. A vast deal of capital has, undoubtedly, been wiped out, but those losing it have not been impoverished, and there can no longer be any doubt that the burnt district will be rebuilt as soon as the weather will permit, even should no aid be extended the sufferers by the Legislature authorizing the city to issue fire bonds in aid of rebuilding, to which, as stated yesterday, there is considerable opposition. But Winter being now at hand it is obvious that but little can be done in the way of building before Spring, and meantime the sufferers will have ample time to look about them and adjust themselves to the altered circumstances. It is undoubtedly a terrible blow to any community to have over $40,000,000 of its capital suddenly destroyed, but there is probably no city which could bear up against such a loss so well as Boston, where business has always been conducted on safe principles, and where, consequently, the shock of this calamity, severe as it is, does not destroy commercial confidence. There is so much accumulated wealth here that is constantly seeking secure investment, that people are able to look even such a disaster as this in the face without flinching, and brush the ashes of forty millions hastily out of their way in order that they may set about the work of accumulation again with the slightest possible delay. Taking then a general view of the situation at the earliest moment when it is possible to obtain it, and it seems clear that Boston, instead of being paralyzed, is only invited to greater exertion, and has ample means in hand to speedily efface all trace of the catastrophe. She may need some little business accommodation, some little forbearance, but beyond this she will not ask aid, nor does she need it. To this extent she will certainly obtain it.

THE BANKS RESUMING BUSINESS.

Boston is manifesting a commendable disposition to help herself, and the banking institutions are accommodating themselves to the crisis with the greatest liberality. The reports concerning the losses of those of them who were involved in the disaster are in the main highly encouraging. Their safes generally, upon being opened, are found to have been of actual service, and to have fully preserved their contents. The second safe of the Revere Bank, which had been badly shattered by falling into the cellar of the building, upon being opened with great misgivings was found to have its contents intact. Everything was found in good order in the safes of the Mount Vernon National Bank and the Hide and Leather Bank, both of which institutions were able, however, to remove many of their valuables before the flames reached their buildings. The vaults of the Shawmut Bank, which stood on the corner of Water and Congress streets, was opened on Monday afternoon, and its contents, consisting of books, papers, with bank bills, gold, bonds, and securities all to the aggregate value of $900,000, were found to be perfectly safe and sound. This vault was built on the great story of the building, and was of brick, four feet thick, with alternate layers of Roman cement and concrete material. Inside this was a layer of granite stone, two feet thick, the interior being lined with plate iron. The books and papers were contained in this vault, and the money and bonds were secured in a common iron safe which was confined within this vault. The valuables of the Bank of North America were deposited in an immense vault, which remained standing, though almost buried amid the ruins which had fallen around and around it. Upon this mass of brick, mortar, and iron the labors of nearly a dozen men were directed; the débris was quickly cleared away, but so securely built was the vault itself, and so complete the precautions against forcible entry, that several hours' labor produced but little apparent impression upon it. The outer safe of the Freeman's National Bank was destroyed, together with most of the books of the bank and the private papers of depositors. The inner safe contained the valuable bonds, &c., owned by the bank. These were not destroyed, though blackened and somewhat defaced. The value of cash in charity declined. The private losses are probably great, but the bank is all right. The bank did removed to No. 812 Washington-street and resumed at noon, yesterday. The Hide and Leather, Mount Vernon, Revere, and Eyerett National Banks all settled their accounts at the Clearing-house Monday morning, as usual. The Emigrant Savings Bank secured all its valuable books, papers, &c., and does not lose anything by the fire. The bank opened for business at No. 580 Washington-street, at 9 o'clock Monday morning. They had no investments in the burned district. The Mercantile Savings Institution had not a dollar loaned on property destroyed. The Boston Five Cents Savings Bank was at one time thought to be in considerable danger, and under direction of the Department, the officers removed all the securities and books of the bank, it being then the intention to blow up the building.

The banks which were within the burnt district, it will be seen, are able to make an unexpectedly good showing, and are in condition to materially aid in keeping the wheels of business moving. All the banks of the city are manifesting a disposition to pursue a generous course toward their customers, and while paper will doubtless be extended when necessary, discounting will go on as usual. None of the banks have any fears as to their own creditors, and all unite in tendering all the facilities in their power to the business community. Upon the whole matters might be a great deal worse in Boston than they are.

MEETING OF CITIZENS.

The public meeting of citizens, held in the Tremont Temple today, to consider measures of relief made necessary by the fire, was well attended. It opened at noon with the appearance upon the platform of the Mayor of the city, attended by Hon. Henry Wilson, Gov. Washburn, ex-Gov. Claflin, Congressman Samuel Hooper, ex-Congressman Rice, one of the heaviest sufferers by the fire; the heads of many of the most prominent business houses of the city, leading clergymen, the most notable of the "solid men of Boston," and former Mayors of the city, and a delegation from Chicago. The Mayor presided, and after a prayer by Rev. J. D. Fulton, a hymn was sung to organ accompaniment, "God is the Refuge of the Saints." The Mayor then addressed the meeting very briefly, speaking, principally in strong terms of the noble generosity of people of other cities, and the pluck and spirit shown by those here who had suffered from the fire. In closing, he publicly thanked the Chief Engineer and members of the Fire Department for their devotion, heroism, and tireless work, saying that he did not speak to praise, but to do justice to a much criticised, but yet notably faithful class of citizens, and his words were heartily cheered. Hon. William Gray, Chairman of the Citizens' General Committee formed on Sunday at a meeting in the Mayor's office, next made a report of the work of that Committee and its recommendations.

When he had finished the report, Mr. Gray added some words of his own. He said that so soon as provision was made or arranged for the immediate relief of those made houseless, impoverished, or destitute by the fire, who fortunately thus far were small in number, the committee got itself to work to devise and mature a plan to make the City of Boston master of the situation. The question of most anxious consideration was the mode and immediate announcement of the mode to open the coffers of the rich, to keep the capital from going abroad, and to keep in Boston the young men who will be the pride and honor of the future. Thanks to the Governor of the State, the settlement of this question is made easy, through the meeting of the Legislature, which is convened for next Tuesday. Fear not now, he said; Boston shall be allowed to use her own capital in her old way. She never has failed to find market for her promises. She never has allowed any promised to sold to be paid in depreciated currency, and she never will. She has and will stand a distinguished monument of mercantile honor, and within two years the district now in ruins shall rise again the pride of all.

Mr. E. R. Mudge objected to the wholesale denunciation of Mansard roofs, because it had happened that it had been the custom in Boston to build such roofs improperly, and proposed an amendment limiting the protest to Mansard roofs not erected from fire-proof material. This was accepted by Mr. Gray, and then the report was accepted. The Committee was made permanent, and enlarged by the addition of a hundred more leading men.

The delegation from Chicago, headed by Rev. Robert Laird Collier, was then introduced. Mr. Collier made a sterling speech, in which he spoke of the receipts of the news in Chicago, on Sunday, that "two square miles of Boston was burning, and the entire city is in extreme danger;" the excitement and the mourning; the impromptu meeting, the subscription at once of $50,000, and the dispatching of his Committee to offer back something of the gift of Boston when Chicago was destroyed, which was a full half million of dollars. In speaking of the hand of Providence in the matter of the fire, he said he did not believe with those who cried "it is a punishment of God for the sins of the people," but that it was a warning not to build up great piles of granite and crown them with great lumber-yards, and to widen streets that firemen may reach fires. Cheers were given for Mr. Collier when he closed.

Hon. Alexander H. Rice next spoke, giving his attention to the bright side of the picture. He claimed that the fire was not a calamity. There was yet a great city left, general business was but crippled, Boston's commerce was great, and Boston's valuation was still great. The fire was but a little blood-letting, that new life might be given the body, that a new soul might be given to our enterprise. No man in Boston, he said, was discouraged. He found but two men a solitary man despondent, but one who talked of letting up one iota of energy, spirit or enterprise. One distinguished Bostonian that he met yesterday, exhibited the spirit which today animates Boston. "How are you?" he said when he met him. "Flat on my back, but looking straight up to God and thanking him that I yet have faith, health, courage, and energy." "Can you get up again?" "Get up again?—not alone, but surely up. I look out and see a whole world of sympathy; hands held out from one end of the globe to the other, to help us, and we must get up, whether we will or no."

Hon. Henry Wilson was next introduced as the Vice-President elect, and was cheered on rising. He spoke briefly, and in the same spirit as Mr. Rice. He said that this trouble was borne as the trials of the war were borne—with courage, fortitude, and a firm and undaunted faith in the fullness of the future. Other speeches were made by Rev. Phillips Brooks, Hon. E. R. Mudge, Collector Russell, and others. Collector Russell emphasized the point that Boston's power of production was unimpaired, and that her merchants would today fill any order sent her, and fill it as promptly as though the calamity had not come. Mr. Gray read a dispatch from Secretary Boutwell in answer to the resolution opposing the issue of currency which was telegraphed him, as follows:

Telegram received. Thanks for courage and wise public spirit.

A resolution was passed requesting the General Committee to provide for the relief of the families of firemen of every city who were killed or injured during the fire. The meeting closed with the Doxology.

This meeting fairly and fully represents the feeling of Boston—a full consciousness of the extent of the calamity that has befallen the city, but nothing like a lack of faith in the future, courage, hope, enterprise, or public spirit.

STATEMENT OF THE CHIEF ENGINEER.

Mr. Damrell, Chief of the Boston Fire Department, made a statement today relative to the great fire. I send you an abstract:

Within a short time after the fire broke out, he says he was confident that it was beyond the bounds of possibility for the Department to stay its progress, and within twenty-five minutes after the alarm was sounded he telegraphed to the several towns and cities within fifty miles of Boston for help, and in cases where telegraphic communication was without avail, he had special mails sent out on the several railroads to the Department of this city. Notwithstanding the fact that many of the horses were paralyzed by the recent disease, and were unfit for use, yet steamers Nos. 4 and 7, and several hose-carriages and other apparatus were promptly on the ground, and upon the arrival of firemen were immediately set to work.

It may not be generally known that the firemen do not constitute the permanently paid members of the Department, and that almost always upon an alarm of fire the engines will arrive upon the scene ready for action before the firemen who are summoned from their homes can reach the spot. No unnecessary delay, however, was occasioned Saturday night, and the men used all their exertions to check the volume of flame which enveloped the burning building, and a general alarm brought to the spot the entire force of the city, these alarms being given in rapid succession. The Chief early comprehended the situation, and knowing well the character of the buildings, their great height, many of them being surmounted with Mansard roofs, and filled with goods, together with the narrowness of the streets, he became satisfied that a large portion of the business section was doomed.

A year since, a complete examination of this territory was made, and the Board of Underwriters were then informed that should a fire break out under adverse circumstances they might expect a repetition of the great conflagration of 1760. No sooner had the fire attained headway than the Chief as soon conferred with his assistants, who were assigned to different points, with directions to check the flames at their respective stations if it was within the power of humanity to do so. Their orders were obeyed to the letter, but until the immense volume of flame forced the firemen to retreat to other quarters. When it became evident that Franklin-street was devastated, the Chief had a consultation with the Mayor at a store on Broad-street, and subsequently with members of the Fire Department, who approved his course, which also met the views of the Board of Engineers.

As the conflagration swept onward, crossing street after street in its march, it was decided to blow up all the buildings on Milk-street on the north side, from Devonshire-street to and through Marlboro-place, and some of the buildings in this locality were of a very combustible nature, and would endanger the entire northern section of the city. This was between 12 and 1 o'clock on Sunday morning, but a sufficient quantity of powder could not be obtained in this city at that time, but the Mayor at once dispatched a police officer to the Navy-yard with a request to Commodore Parrott to furnish a quantity of that article. With commendable promptness the Commodore ordered five 100-pound kegs of powder to be placed in a hack, and the officer soon reported that when the following day the buildings were destroyed Devonshire, and Water streets was commenced. To make the corner of Milk and Washington streets the objective point in the ravages of the fire northward, every effort was made, and fortunately proved successful. Once to stop its onward course Washington-street, on the east side of the city lying beyond that point, a number of buildings were mined on the south side of that street, and on Devonshire-street, between Water and State streets, but before these extreme measures were required, the greatest element was under control, and all further danger avoided.

At an early stage of the calamity Chief Damrell dispatched a messenger with instructions for the water-boat stationed in the harbor to steam up to the large wharves north of the coal wharves, which had then succumbed to the flames, and expect a visit from Gen. Sheridan

The New-York Times, Thursday, December 14, 1893.

INSURANCE.

Boston Fire.

GERMAN-AMERICAN

INSURANCE COMPANY,

OF NEW-YORK.

No. 139 Broadway, N. Y.

Branch Office in the Citizens Savings Bank Building, corner of 4th-av. and 14th-st.

Organized March, 1859.

Cash Capital,		$1,000,000 00
Cash Surplus,	Nov. 1, 1872.	272,706 02
		$1,272,706 02

Total amount at risk in the burnt district in Boston,

$109,000.

WILLIAM E. DEHAS, President.
JOHN W. MUMFORD, Secretary.

OFFICE,

Nos. 169 and 171 Broadway,

NEW-YORK, Nov. 11, 1872.

The following official statement has been received by us:

HARTFORD, CONN.

The Connecticut Fire Insurance Company opened on 8th inst. Capital, fully paid, $200,000. Surplus, $150,000. With best wishes for success, I remain, yours truly,

M. BENNETT, Jr., Secretary.

"THE CONNECTICUT"

HAS A

CASH CAPITAL OF

HALF A MILLION DOLLARS.

CLEVELAND, OHIO.

Boston may burn again, but we are safe, not much.—Go ahead.

C. KOLBE,
Secretary San Francisco Co.

THE "SUN"

HAS A

CASH CAPITAL OF

Two Hundred Thousand Dollars.

BOSTON, MASS.

Premium Policies all right. Now capital secured and ready for business.

GEO. W. BAKER, Secretary.

THE

PRESCOTT FIRE INSURANCE CO.,

OF BOSTON,

Was completely burned up, and is

SIX HOURS HAS A NEW CAPITAL.

Will you favor us with a portion of your surplus business?

Satterlee, Bostwick & Martin,
AGENTS.

Boston Fire.

HANOVER

FIRE INSURANCE COMPANY,

No. 120 Broadway, corner Cedar-st.,

NEW-YORK, Nov. 11, 1872.

CASH CAPITAL	- -	$400,000
CASH SURPLUS Nov. 1, over		550,000
ASSETS, over	- -	$950,000

This Company will pay all losses by the Boston fire, having its Capital unimpaired, and a surplus of $550,000.

Risks accepted on vessels, cargoes and freights, and against inland transportation.

D. H. WALCOTT, President.
J. HERBERT LANE, Secretary.

DIRECTORS.

Jos. S. Walcott,	S. H. Ackerman,	J. E. Southworth,
Phillip W. Enas,	James Stuart,	Geo. A. Sallows,
Charles Fitz,	Arnold A. Lewis,	Daniel Chauncey,
Fitz W. Taylor,	Wm. H. Young,	William H. Lee,
Henry Adams,	Edwin C. Burt,	David Dows,
Wm. M. Price,	Paul Warth,	Elliot L. Mix,
Wm. A. Brown,	D. W. James,	Edward Suydam,
Thos. Fletcher Hyde,	Jos. Hoxhurst,	Jos. Agostini,
Simon De Visser,	Geo. L. Kent,	Alfred P. Rossiter,
Miles A. Packer,	F. L. Corning,	Arthur B. Graves,
Wm. B. Wallace,	Morris K. Jesup,	David R. Groom,
W. H. Webster,	Nelson Wolff,	Jos. Belgenbaig,
Wolf Sauer,	Chas. H. Wesson,	Isaac T. Smith.

OFFICE OF

THE MECHANICS' FIRE INSURANCE COMPANY,

OF BROOKLYN,

No. 217 Fulton-st., Brooklyn, and No. 165 Broadway, New-York.

BROOKLYN, Nov. 11, 1872.

Cash Capital	- -	$150,000
Assets	- -	240,000

We have no agencies, and only $5,000 in the burnt district in Boston, and respectfully solicit the patronage of our friends and the public.

JOHN H. BAKER, President.
WALTER NICHOLS, Secretary.

Incorporated 1838.

NATIONAL

FIRE INSURANCE CO.,

No. 52 Wall-St.,

No. 7 1-2 Cooper Institute.

Cash Capital	$200,000
Assets over	1,000,000
Cash Surplus over	150,000
Total	$1,150,000
Boston Losses	100,000
Net Assets	$1,050,000

DIRECTORS.

HENRY W. WARD, JOHN W. THORNE,
GEORGE BELL, JOSEPH PARK, JR.,
SAMUEL LORD, HENRY T. DROWNE,
EDWIN ROYE, GEO. F. NESBITT,
CHARLES TAYLOR, CHARLES WATROUS,
CHAS. P. WHITMARSH, WM. H. MACY,
RICHARD L. CAMBRELENG.

HENRY BOWERS, President.
HENRY H. HALL, Secretary.

ARCTIC INSURANCE COMPANY,

No. 112 Broadway; New-York.

Nov. 12, 1872.

ASSETS, $344,716 08.

Nothing issued and not already liquidated. A special assessment for the entire amount has been this day levied by the Directors.

DIRECTORS.

HENRY GRINNELL,	WM. H. FOSDICK,
OGDEN HAGGERTY,	C. E. SHERIDAN,
ALBERT WARD,	C. ROBERTS,
LOUIS LORILLARD,	VINCENT TILYOU,
THOMAS SLOCOMB,	ALLEN P. HAND,
ABM. B. VAN NESS,	MADISON M. CALEF,
HENRY K. BOGERT,	JOSEPH M. CORWIN,
DANIEL S. MILLER,	CHARLES FRANKLIN,
THOS. F. YOUNGS,	JOHN F. SLATER,
LAWT. T. MITCHELL,	ROBERT SPEIR,
RUSSELL E. GREENE,	GEO. W. BRUCE,
HENRY DAVIS,	H. CONDICT,
WM. F. SHEPARD,	H. E. SIMSDALE,
A. E. SOUBRON,	GEO. M. CLEARMAY,
CHAS. MACDONALD,	VINCENT TILYOU, President.

CHAS. MACDONALD, Secretary.

MERCHANTS' INSURANCE COMPANY,

OF NEWARK.

CASH CAPITAL AND SURPLUS, $500,000.

NO LOSSES IN BOSTON.

C. W. SCANDA, M'g'r & CO., Agents.
No. 54 Broadway.

THE PETER COOPER FIRE INS. CO.,

OFFICE COR. 42D-AV. AND 27TH-ST.

Losses paid in January, 1872, to date $2,242
November, 1872..... 2,242
Premiums received in the City of New-York and suburban vicinity..... $41,242
CASH CAPITAL..... $100,000
SURPLUS over all liabilities..... 142,000

NATHAN C. ELY, President.
WM. H. ELLIS, Secretary.

INSURANCE.

STUYVESANT

INSURANCE COMPANY,

NO. 126 BOWERY

AND

NO. 260 BROADWAY.

CASH CAPITAL	- - -	$200,000
SURPLUS	- - - - -	150,000

THIS COMPANY LOSES NOTHING BY THE BOSTON FIRE, ITS BUSINESS BEING CONFINED TO NEW-YORK CITY AND IMMEDIATE VICINITY.

R. P. PATTERSON, President.
SAML. WILMETS, Vice-President.
GEORGE D. RHOADS, Secretary.
SIDNEY WHITTEMORE, Assistant Secretary.

REPUBLIC

FIRE INSURANCE COMPANY

OF NEW-YORK,

NO. 153 BROADWAY.

New-York, Nov. 12, 1872.

GROSS ASSETS, NOV. 1, 1872..... $550,000

"The Company's losses at Boston will not exceed $200,000, and will be paid as fast as adjusted, and at a meeting of the Board of Trustees, held this day, it was resolved to fill up the deficiency thus created by an assessment of fifty per cent. on its capital stock."

ROBERT S. HOWE, President.
DUNCAN F. CURRY, Secretary.
EDWARD ROWELL, Assistant Secretary.

RESOLUTE FIRE INSURANCE CO.,

OF THE CITY OF NEW-YORK.

ORGANIZED JULY 10, 1857.

Office, No. 151 Broadway.

CASH CAPITAL	$300,000
CASH ASSETS	370,675

DIRECTORS.

W. H. APPLETON,	CH. G. LANDON,
SAM'L SHARPLES,	JAMES LAWSON,
H. W. BELCHER,	FRANCIS LELAND,
C. C. BALDWIN,	CYRUS H. LOURIE,
Jos. F. BLOSSOM,	C. E. MASTERS,
JOHN HENRY,	ANDREW MOUNT,
T. R. CODDINGTON,	JOHN E. MYERS,
GEO. C. COLLINS,	GEO. L. NICHOLS,
HENRY DAY,	F. PAYSON,
EDWARD ROWE,	G. W. POLLOM,
DENNING DUER,	WM. REDMOND,
W. BUTLER DUNCAN,	GUSTAVE REYNAUD,
W. H. FOGG,	R. W. RODMAN,
FREDERICK GAMS,	FRANCIS SKIDDY,
S. E. GETTY,	MARCUS SPRING,
JOHN GIHON,	ROBERT SQUIRES,
PRESTON H. HODGES,	E. B. STRANGE,
REUBEN W. HOOKE,	JOSEPH STUART,
WILSON G. HUNT,	JAMES S. STURGIS,
J. B. KITCHING,	WILLIAM WATSON,

LOSS IN BOSTON

LESS THAN $10,000.

Buildings, Merchandise, Dwellings, Furniture, and Vessels in Port insured against loss and damage by FIRE, at current rates.

JOHN GIHON, President.
WM. M. RANDELL, Secretary.

EXTRACT FROM INSURANCE SPECTATOR.

"The RESOLUTE has had its share of the untoward experience and perils which have overtaken fire insurance companies of late years; but the Company's stockholders have never faltered in their determination to maintain the highest credit, and no one who ever held one of the Resolute's policies on a building or stock has ever was paid less than 100 cents on the dollar, or has he been the recipient of other than the most high-toned and liberal treatment."

CITY

FIRE INSURANCE CO., OF N. Y.,

TRINITY BUILDING, 111 Broadway.

New-York, Nov. 11, 1872.

CAPITAL	$210,000
SURPLUS	150,000
TOTAL ASSETS	$360,000

This Company will have the ABOVE ASSETS after paying ALL THEIR LOSSES in Boston, and will continue to insure first-class risks in New-York and vicinity upon favorable terms.

SAMUEL TOWNSEND, President.
D. J. BLAUVELT, Secretary.

PEOPLE'S

Fire Insurance Co. of New-York.

OFFICES:

Nos. 293 Canal-st. and 165 Broadway.

THIS COMPANY LOSES NOTHING BY THE FIRE IN BOSTON.

E. Y. PRICE, President.

OFFICE

NIAGARA FIRE INSURANCE CO.,

No. 261 Broadway,

NEW-YORK, Nov. 11, 1872.

Cash Capital and Assets, $1,200,000.

Losses in Boston will not Exceed Three Hundred Thousand Dollars.

HENRY A. HOWE, President.
F. NOTMAN, Vice-President.

COMMERCE

FIRE INSURANCE CO.,

OF NEW-YORK.

OFFICE, NO. 124 BROADWAY.

New-York, Nov. 12, 1872.

At a meeting of the Board of Directors, held this day, it was unanimously resolved to call 50 per cent. from the stock of the Company, and to continue business as usual.

HENRY BABCOCK, President.
WM. H. HOYT, Secretary.

OFFICE OF

ATLANTIC INSURANCE CO.,

NO. 124 BROADWAY, NEW-YORK.

NOV. 11, 1872.

Total amount at risk in burnt District, Boston, from all risks received, $50,000.

CASH CAPITAL	$200,000
SURPLUS	253,000

JOHN D. COOKE, President.
W. D. CORNELL, Secretary.

HOME

FIRE INSURANCE COMPANY,

OFFICE,

No. 261 BROADWAY, New-York.

No. 42 COURTLAND-st., Brooklyn.

NEW-YORK, Nov. 11, 1872.

CASH CAPITAL	$125,000
SURPLUS JULY 1, 1872	225,397
GROSS ASSETS	$350,397

The BROOKLYN FIRE INSURANCE CO. PAYS in cash in full all losses by fire, and will hereafter pay in the same manner all losses by fire occurring in the future.

THAT THEY HAVE NO RISKS IN BOSTON, HAS HAVE NO AGENTS.

LOUIS C. ROGERS, President.
WM. H. HOYT, Secretary.

POLICY-HOLDERS IN THE

NORTHERN FIRE INSURANCE COMPANY,

are requested to send in their policies for cancellation. WM. MURRAY, Secretary.
No. 15 Broadway.

INSURANCE.

ADRIATIC

INSURANCE COMPANY,

NO. 187 BROADWAY.

NOV. 11, 1872.

This Company has only SIX policies in all Boston. It may lose $7,500.

WM. A. SEAVER, President.
C. D. HARTSHORNE, Secretary.

AMERICAN

FIRE INSURANCE COMPANY

OF NEW-YORK.

Cash Assets This Day, viz:

Capital - -	$400,000
Surplus, Over - -	500,000
Total - - -	$900,000

ARE PREPARED TO EFFECT INSURANCES.

JAMES M. HALSTEAD, President.
THOS. L. THORNELL, Secretary.
DAVID ADEE, Assistant Secretary.

OFFICE OF THE

TRADESMEN'S

FIRE INSURANCE CO.,

No. 168 Broadway, New-York.

The losses of this Company in Boston will be paid out of the Surplus, and the Company will go on as usual.

T. T. BROWN, Secretary.

ARE YOU INSURED?

THE RUTGERS

FIRE INSURANCE CO.

PRINCIPAL OFFICE,

No. 180 Chatham-square.

BRANCH OFFICES,

No. 56 Wall-st., and No. 557 Gd-av.

Cash Capital - - -	$200,000
Surplus, Nov. 1, Over -	200,000
	$400,000

Have Sustained no Loss by the Boston Fire.

CONTINUE TO ISSUE AT REASONABLE RATES.

EDWARD B. FELLOWS, President.
JOS. W. DUGLISS, Secretary.

STANDARD

FIRE INSURANCE COMPANY.

OFFICE NO. 144 BROADWAY.

NEW-YORK, Nov. 12, 1872.

NET ASSETS	$429,699 63
AMOUNT SUBSCRIBED THIS DAY BY THE BOARD OF DIRECTORS	170,000 00
	$599,699 63
DEDUCT FOR LOSSES IN BOSTON, ASSUMING THAT ALL THE POLICIES OF THE COMPANY ON PROPERTY IN THE BURNT DISTRICT SHOULD PROVE A TOTAL LOSS	229,644 00
AVAILABLE ASSETS	$370,045 63

WILLIAM CHIPPE,
WILLIAM H. ST. JOHN, President.
Secretary.

COMMERCIAL

FIRE INSURANCE CO.,

OF NEW-YORK.

Office, No. 157 Broadway.

Capital	$200,000
Surplus	140,000
	$340,000
Total Insurance in Burnt District, Boston	70,000
	$270,000

APPLICATIONS RECEIVED AND POLICIES ISSUED AS USUAL.

M. Y. H. FOWLER, President.
DAVID QUACKENBUSH, Secretary.

CLINTON

FIRE INSURANCE COMPANY,

Office, No. 156 Broadway.

Cash Capital - - - -	$250,000
Surplus, - - - - - -	190,000
	$440,000
Losses in Boston, about	50,000

THIS COMPANY HAS NO AGENCIES, AND SOLICITS FIRST-CLASS RISKS.

JOHN B. AMES, President.
JOHN BARRY, Secretary.

JEFFERSON

INSURANCE COMPANY

NO. 111 BROADWAY, NEW-YORK.

"OVER FORTY-EIGHT YEARS IN SUCCESSFUL BUSINESS."

STATEMENT THIS DAY, NOV. 11, 1872:

CAPITAL	$200,000
SURPLUS	225,000
ASSETS	425,016

LOSS IN BOSTON ONLY $16,000.

SAML. E. BELCHER, President.
WM. B. FOWLER, Secretary.

MERCANTILE

FIRE INSURANCE COMPANY,

No. 166 Broadway, New-York.

CAPITAL, $200,000. ASSETS, $286,000.

Total Amount at Risk in Burnt District, Boston, $68,000.

WM. A. ANDERSON, President.
C. W. FARNHAM, Secretary.

BREWERS' AND MALSTERS'

INSURANCE CO.

No. 195 BROADWAY, NEW-YORK.

Cash Capital - -	$200,000
Surplus, Nov. 1, 1872 -	140,000
	$340,000

As soon as we can ascertain our losses by the great Fire in Boston we will not at all interest, adjust them HALF CASH BY DRAFTS, and we will resume business as usual, collecting a share of the business of our friends and the public.

C. W. STARDART, President.
HENRY DELAQUER, Vice-President.
W. B. CORNELL, Secretary.

INSURANCE.

JERSEY CITY INSURANCE CO.,

NO. 33 GRAND-ST.,

JERSEY CITY, N. J.

Capital and Surplus Jan. 1, 1872, $283,279 87.

SUSTAINED NO LOSS BY THE BOSTON FIRE

THIS COMPANY HAS NO AGENTS OUTSIDE STATE OF NEW-JERSEY. TAKES NO SPECIAL OR EXTRA HAZARDOUS RISKS. INSURES ONLY DWELLINGS AND FIRST-CLASS MERCHANDISE RISKS.

DIRECTORS:

LEVI AGAR, President Northern River Bank.
C. V. S. OSTRANDER, President Merchants' Insurance Company, New-York.
W. HUSTACE, E. THEADWELL & SONS.
D. S. GREGORY, President Jersey Association.
J. T. CROWELL, Merchant, Railway.
A. T. COX, Merchant, Murray-st., New-York.
J. R. SHOTWELL, Merchant, Railway, N. J.
C. VAN VORST, Ex-Mayor Jersey City.
J. PAULMIER, President.
W. GARNEL, Secretary.

W. B. WADSWORTH, Secretary. J. D. SPARKMAN, President.

THE

FIREMEN'S FUND

INSURANCE COMPANY

OF THE CITY OF NEW-YORK.

CHARTERED MAY, 1858.

OFFICE, NO. 197 BROADWAY.

Cash Capital -	$150,000 00
Surplus - - - -	37,786 58
Total Assets -	$187,786 58

This old established Company insures against loss or damage by fire on favorable terms.

BRANCH OFFICE, NO. 3 BROADWAY,
WILLIAM MORGAN & SON, Managers.

LOSS IN BOSTON CANNOT EXCEED $10,000.

IMPORTERS' & TRADERS'

Insurance Company,

OFFICE, 192 BROADWAY,

NEW-YORK.

Cash Capital	$200,000
Assets 1st November, 1872	905,000

Boston losses less than $30,000.

JOSEPH BROKAW, President.
DANIEL A. SMITH, Secretary.

IMPERIAL

FIRE INSURANCE CO.,

OF LONDON,

NO. 44 PINE-ST., NEW-YORK.

Amount of Boston loss ascertained to be about

$600,000.

CAPITAL OF THE COMPANY,

Eight Million Dollars, Gold.

LOSSES PAID AS SOON AS ADJUSTED.

H. W. CROWELL,
RESIDENT MANAGER.

OFFICE OF THE

STERLING FIRE INSURANCE COMPANY.

NEW-YORK, Nov. 12, 1872.

AT THE ELECTION OF DIRECTORS held on the 6th inst. the following gentlemen were elected directors for the ensuing four years:

WM. REDMOND,	R. L. KENNEDY,
JAMES K. GRACIE,	CHAS. H. WARD,
EDWARD A. BIBBY,	HENRY A. TAILER,
THEO. B. FAXTON.	

And the following gentlemen were elected inspectors of the next election: Isaac D. Cole, Jr., Edward Rou, and Wm. H. Seward.

At a meeting of the directors held this day, ANDREW L. SQUIRE was unanimously elected President, EDWARD HAIGHT Vice-President, and JAMES WILLS was appointed Assistant Secretary.

J. E. VAN RENSSELAER, Secretary.

LYCOMING

FIRE

INSURANCE COMPANY,

OF MUNCY, PENN.

CAPITAL AND ASSETS TO JUNE 15,

1872	$1,000,000 00
LOSSES PAID TO JUNE 15, 1872	4,194,341 00
LOSSES PAID IN CHICAGO	425,000 00

LOSSES IN BOSTON - - $10,000

This old and reliable Company has met all its liabilities promptly for over thirty-two years, and all of the above-mentioned assets are available for the payment of losses and expenses.

J. W. CHAMBERLIN & CO.,
Managers of Eastern Department,
Office No. 245 Broadway, New-York.

OFFICE OF

COLUMBIA

FIRE INSURANCE COMPANY,

NO. 161 BROADWAY.

New-York, Nov. 11, 1872.

We have the pleasure to announce to our friends and the public that our losses by the fire in Boston will probably not exceed $75,000. leaving our Capital unimpaired, and that we continue our business as usual.

JNO. P. ARTHUR, Secretary.

GLOBE

FIRE INSURANCE COMPANY,

NO. 176 BROADWAY.

NEW-YORK, Nov. 11, 1872.

Capital - -	$200,000 00
Surplus - -	114,259 38
Total Assets -	$314,259 38

LOSSES IN BOSTON BY THE GREAT FIRE, Ten Thousand Dollars. ($10,000.)

LEONARD KIRBY, President.
ALFRED A. REEVES, Secretary.

MECHANICS' AND TRADERS'

FIRE INSURANCE COMPANY,

No. 48 Wall-st., New-York.

Capital, $200,000. Assets, $490,000.

Total Liabilities in Burnt District, Boston, $25,000.

JAMES B. LOTT, Pres. JOHN M. TOMPKINS, Sec.

ÆTNA INSURANCE COMPANY OF NEW-YORK.

NO. 172 BROADWAY.

This Company will promptly pay all its losses, and continues business as usual.

J. A. CONKLING, President.
BRADISH MASKIN, Vice-President.
C. S. BOSLEY, Secretary.

INSURANCE.

STAR

FIRE INSURANCE CO.,

161 BROADWAY, N. Y.

Assets, - - -	$412,834
Liabilities, Nov. 9, -	25,000
	$387,833
Assessment authorized by Board of Directors, -	50,000
	$437,834
Reserve for Boston Losses.	130,000
	$307,834

The officers and Directors of this Company desire to call attention to the above statement of its affairs. We offer an undoubted security and solicit a share of the business of our friends and the public.

NICHOLAS C. MILLER, President.
JOHN E. FLANAGAN, Vice-Pres't.
JAS. M. HODGES, Secretary.

PACIFIC FIRE INS. CO.,

No. 470 Broadway,

Branch, No. 167 Broadway.

Nov. 11, 1872.

Cash Capital - -	$200,000 00
Surplus, Nov. 11, 1872.	299,703 52
Total Cash Assets, Nov. 11, 1872 - -	$499,703 52

UNADJUSTED LOSSES, BOSTON, $15,000.

A. F. HATFIELD, President.
T. T. SHERMAN, Secretary.

NEW-YORK AND YONKERS

FIRE INSURANCE COMPANY,

Of the City of New-York.

OFFICE,

NO. 1 PINE-ST.

The Board of Directors of this Company have resolved to make good the losses incurred by the Boston Fire. The Company with an unimpaired capital, continues business as usual.

RICHARD L. FRANKLIN, President.
JOHN W. SIMONSON, Secretary.

CORN EXCHANGE

INSURANCE CO.,

Nov. 12, 1872.

OFFICE, NO. 104 BROADWAY.

At a meeting of the Board of Directors held THIS DAY, it was unanimously resolved that an assessment be made on each share of the stock of the Company sufficient to make up any deficiency of capital and to continue business as usual.

JAMES HARRISON, President.
WM. E. MALTBIE, Secretary.

AFTER THE BOSTON FIRE,

MERCHANTS'

INSURANCE COMPANY OF N. Y.

NO. 149 BROADWAY, NOV. 12, 1872.

Cash Capital - - -	$200,000
Surplus, Nov. 1, 1872 - - -	286,000
Total Assets - - - -	$486,000

BOSTON, Nov. 11, 1872.

Merchants' Insurance Company, New-York City:

The total amount insured by you in this city is $114,500, (without deducting amount reinsured.)

EVARTS BROS., Agents.

The payment of our losses entire and ready for re-insurance will still leave us a large surplus.

C. P. FRALEIGH, President.
S. S. BARKER, Vice-President.
J. L. DOUGLASS, Secretary.

EAGLE FIRE COMPANY

OF NEW-YORK.

No. 71 Wall-st.

CHARTERED 1806.

NO LOSSES AT BOSTON.

ASSETS, Nov. 1, 1872. - - -	$672,741
CAPITAL, Nov. 1, 1872. - - -	300,000
SURPLUS, Nov. 1, 1872. - -	372,741

SANFORD COBB, President.
A. J. CLINTON, Secretary.

AMERICAN EXCHANGE

FIRE INSURANCE CO.,

NO. 16 BROADWAY,

NEW-YORK, Nov. 11, 1872.

Capital - - - -	$200,000
Surplus - - - -	60,000

THIS COMPANY HAS ONLY TEN THOUSAND ($10,000) DOLLARS IN ONE RISK OF FIRE.

NO AGENTS ANYWHERE.

WM. RAYNOR, Secretary.

FIRE. BOSTON. FIRE.

Any information regarding STANDING of INSURANCE COMPANIES cheerfully furnished, and POLICIES in Companies RUINED by the late FIRE EXCHANGED WITHOUT CHARGE for SOUND SAFE COMPANIES by

E. DUNCAN SNIFFEN,
No. 3 Pine-st., basement.

FINANCIAL.

Howes & Macy, Bankers,

NO. 30 WALL-ST., NEW-YORK,

Offer the same facilities to Depositors as Incorporated Banks, and allow Interest on daily Balances at the rate of Four per Cent.

Collections made on any point at current rates, with immediate returns.

Special attention paid to choice Stock, Bonds, &c., &c., for Investors.

GUARANTEED BONDS

ON A COMPLETED ROAD.

THE CINCINNATI, RICHMOND

AND

FORT WAYNE RAILROAD CO.'S

FIRST MORTGAGE

7 PER CENT. GOLD BONDS.

HAVING FIFTY YEARS TO RUN, PRINCIPAL AND INTEREST PAYABLE IN UNITED STATES GOLD COIN, but inferior to the present market value of gold, in the City of New-York, on the 1st day of June and December, and guaranteed jointly and severally by THE CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY, and THE PENNSYLVANIA COMPANY, AND THE GRAND RAPIDS AND INDIANA RAILROAD COMPANY.

The Road is completed and in full operation, and extends nearly solid from Fort Wayne to Richmond, Ind., and has connected running ninety-nine years for the maintenance of business with the above Companies, and with the PEROUT, Fort Wayne and Chicago Railroad Company. Price 90 & 91, and interest. Full particulars on application to

WINSLOW, LANIER & CO.,
No. 27 PINE-ST.

BANKERS, No. 8 WALL-ST., NEW-YORK.

TRUST CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CORNHILL & GRAND BANK, LONDON.

FINANCIAL.

$5,000,000.

SAFE AND PROFITABLE INVESTMENT.

THE

CHICAGO AND CANADA SOUTHERN.

FIRST MORTGAGE SINKING FUND TWENTY YEARS

7 PER CENT. GOLD BONDS.

INTEREST PAYABLE APRIL AND OCTOBER. REGISTERED OR COUPON PAYABLE IN LONDON OR NEW-YORK.

AT 90 AND ACCRUED INTEREST IN CURRENCY.

THIS ROAD, WITH THE CANADA SOUTHERN, FORMS THE NEW TRUNK AIR-LINE FROM BUFFALO TO CHICAGO. IT IS UNDER THE SAME CONTROL AND MANAGEMENT, AND IS BEING BUILT BY THE SAME PARTIES WHO BUILT THE CANADA SOUTHERN. MILTON COURTRIGHT, JOHN J. TRACY, DAVID DOWS, WILLIAM L. SCOTT, HENRY FARNAM, R. A. FORSYTH, JOHN M. BURKE, L. L. STEES, JR., ALL DIRECTORS BOTH IN THE CHICAGO AND NORTH-WEST AND THE CHICAGO AND ROCK ISLAND; GEORGE OPDYKE, OF THE NEW-YORK MIDLAND; SIDNEY DILLON, DANIEL DREW, JOHN ROSS, DAVID STEWART, SAMUEL J. TILDEN, KENYON COX, AND OTHER PROMINENT RAILROAD MEN. THE ROAD IS BEING RAPIDLY BUILT IN THE BEST POSSIBLE MANNER, WITH SIXTY-POUND STEEL RAILS THROUGHOUT. ITS ENTIRE LINE AND WILL BE COMPLETED DURING THE COMING YEAR; NEARLY ONE-HALF OF THE ROAD WILL BE COMPLETED AND IN RUNNING ORDER BY THE 1ST OF JANUARY NEXT, SO THAT THE ENTIRE LINE, FROM BUFFALO TO CHICAGO, WILL WITHIN THAT TIME BE IN SUCCESSFUL OPERATION. THE BUILDERS OF THIS ROAD CONTROL ENOUGH OF THE LEADING LINES RUNNING FROM CHICAGO TO INSURE AN ENORMOUS BUSINESS FROM THE START, TAKING INTO CONSIDERATION THE IMPORTANT FACT, PATENT TO ALL WHO STUDY THE STATISTICS OF TRADE, THAT THE PRESENT TRUNK LINES, NOW TAXED TO THEIR UTMOST CAPACITY, ARE NOT AFFORDING FACILITIES EQUAL TO THE GREAT AND CONSTANTLY-INCREASING DEMAND FOR TRANSPORTATION, AND THAT THIS ROAD, THROUGH ITS ENTIRE LENGTH, BEING PRACTICALLY STRAIGHT AND LEVEL, AND SHORTER BY THIRTY-FIVE MILES THAN BY ANY OTHER NOW BUILT, OR THAT CAN BE BUILT, it must be apparent that this line is not only needed, but must be a great success. The proceeds of these Bonds will complete and equip the entire road, and we confidently recommend them as a most safe and profitable investment.

Pamphlets and all information furnished by

LEONARD, SHELDON & FOSTER

BANKERS, NO. 10 WALL-ST.

WINSLOW, LANIER & CO.,

BANKERS, NO. 27 PINE-ST.

THE National Trust COMPANY.

OF THE CITY OF NEW-YORK.

Nos. 261 AND 263 BROADWAY, CORNER OF WARREN-ST.

Capital, - - - - - $1,000,000

Pays Four per Cent. Interest per Annum on Deposit, Subject to Check at Sight.

Pays Five Per Cent. Interest Per Annum on Special Deposits Remaining Six Months or Longer.

ACTS AS TRUSTEE FOR ESTATES, and especially for RAILROAD MORTGAGE BONDS.

D. R. MANGAM, President.
S. L. SOLOMON, First Vice-President.
E. F. BANCROFT, Second Vice-President.
JAMES KERRIGAN, Secretary.

THE BURLINGTON,

CEDAR RAPIDS,

AND MINNESOTA RAILROAD

FIRST MORTGAGE 7 PER CENT.

SINKING FUND

Convertible Gold Bonds,

FREE OF GOVERNMENT TAX.

We confidently recommend these Bonds as among the safest and best upon the market.

As a ground for future profit, we also consider them very cheap.

They are now offered at par and accrued interest, in currency.

BOUGHT AND SOLD AT

HENRY CLEWS & CO.,

No. 32 Wall-st., New-York.

WOOD & DAVIS,

BANKERS

AND

DEALERS IN RAILROAD BONDS,

Keep on hand a variety of choice bonds to supply investors, furnish bonds advertised on the market at subscription prices, execute orders for Government securities, gold and railroad shares, and do a

GENERAL BANKING BUSINESS,

NO. 31 PINE-ST.

C. D. WOOD, SAML. D. DAVIS,
Formerly of Vermilye & Co.

EDWARD HAIGHT & CO.

BANKERS,

NO. 9 WALL-ST., N. Y.

GIVE FREE CHECKS. Interest Allowed on Deposits.

The business of our firm is the same as any State or National Bank.

Individuals, or firms banking with us may deposit and draw as they please, and collect on all the principal points in the United States, giving prompt returns.

We buy and sell Bonds, Stocks, Gold, Foreign Exchange, and execute orders for the purchase and sale of Government Securities.

BONDS OF CITY OF ST. PAUL,

In New-York.

For sale at par and interest by

FISCEL, OTIS & CO., Bankers,
No. 12 Broad-st., New-York.

BROWN BROTHERS & CO.,

NO. 59 WALL-ST.,

ISSUE COMMERCIAL AND TRAVELLERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

GREAT WESTERN MARINE INSURANCE STOCK.

For sale by WM. C. GILMAN, No. 6 Pine-st.

NOTICE IS HEREBY GIVEN THAT the stockholders of the "Central Transportation Company" will be held at No. 32 Wall-street, in the city of New-York, on FRIDAY, the 24th day of November, 1872, at 12 o'clock M., for the purpose of electing seven trustees, and transacting such other business as may then be brought before the meeting.

The transfer books will be closed from the 15th inst. to the 25th inst.

By order of the Board.

VANDERBILT, Chairman.

New-York, Nov. 12, 1872.

VISIT SCHUYLER'S ART GALLERY—Free Exhibition every night. Particulars on second page.

FINANCIAL.

Lake Ontario Shore R.R.

7 PER CENT. GOLD

FIRST MORTGAGE BONDS

At 90 1-2 and Accrued Interest.

Issue $20,000 to the mile, in denominations of $100, $500, $1,000 and $5,000. The interest is undertaken with subscriptions to the Capital Stock of over $3,000,000. Sixteen miles of the Road are finished and in operation, 44 miles in addition fully graded, and a total length of 55 miles at least will be had this season, while the whole Road, of about 150 miles, with the exception of 3 miles of easy work, is under way and contracted to be finished by responsible and wealthy parties within the ensuing year.

The Road will extend from the City of Oswego to Lewiston, on the Niagara River, with branches to Suspension Bridge and Buffalo, connecting at its Western terminus with the Great Western, the Canada Southern, and the Lake Shore and Michigan Southern Railroads, and at Oswego with the New-York Midland, and by way of the Midland with the proposed Boston, Hoosac and Oswego Railroad, which, when built, will form, through a route from Chicago to Boston, 70 miles shorter than by any existing or contemplated line; connecting also at Oswego with the Rome, Watertown and Ogdensburg Railroad, and thence by the Vermont Central in connection connection with the entire railroad system of Northern New-England; while connections at Oswego with the Syracuse and Oswego Railroad, secures access to the coal fields of Pennsylvania.

With these connections a large through business is assured. Running through populous towns and villages, and a rich agricultural district, its local business alone will doubtless take care of the interest on the First Mortgage Bonds. The assessed value of the farm property of the six counties through which the road passes is.....$194,210,252

Annual production is..... 31,492,240

We confidently commend the above Loan as one of the most attractive and reliable ever offered. For sale by

GEO. OPDYKE & CO.,

NO. 25 NASSAU-ST.

SEVEN PER CENT.

STATE AID BONDS,

TO THE ARKANSAS CENTRAL RAILWAY.

A FIRST LIEN

ON THE REVENUE OF THE ROAD,

ONLY $15,000 PER MILE.

At Seventy-five Cents

AND ACCRUED INTEREST.

This is the Great Central East and West route through Arkansas, CONNECTING THE THREE LARGEST CITIES IN THE STATE, Helena, Pine Bluff, and Little Rock, the Capital. This route has supported a LINE OF FIVE STEAMERS for several years. Connects with the GREAT COAL FIELDS west of Little Rock, and THE CATTLE TRADE from Texas, with unrestricted control of the COTTON PRODUCT FROM THE RICHEST PLANTATIONS IN THE WORLD. With these facts, careful investors will at once observe the immense traffic that awaits this Road.

Interest payable 1st October and April, at the Union Trust Company, New-York.

Maps, circulars, pamphlets, giving full particulars of the loan, to be had by addressing the undersigned.

WILLIAMS & MORTIMER,

Bankers, No. 49 Wall-st., New-York.

MIDLAND FIRST MORTGAGE

7 Per Cent. Gold Bonds,

ISSUED BY THE MONTCLAIR RAILWAY CO.

AND

GUARANTEED BY NEW-YORK MIDLAND.

The MONTCLAIR is the SHORTEST and BEST LINE OF THE MIDLAND through New-Jersey. Its terminus is found on the best harbor. They are GUARANTEED. It is a home road, running DIRECT FROM THE CITY OF NEW-YORK, secured on a large business and a fine valley. THIS BOND OFFERS AN ADVANTAGE OVER ALL THE OTHER MIDLAND FIRST MORTGAGE BONDS, IN THAT, WITH EQUAL SECURITY, IT IS LESS IN PRICE.

We commend it to investors.

For sale by

Allen, Stephens & Co.,

BANKERS,

No. 25 P

The New York Times.

NEW-YORK, THURSDAY, NOV. 14, 1872.

Amusements This Evening.

BOOTH'S THEATRE.—ARIADNE POSTE—Mr. and Mrs. Bowers.

UNION-SQUARE THEATRE.—ASHE—Miss Agnes Elliott, Miss Emily Mestayer, Mr. J. H. G. Martine.

GRAND OPERA-HOUSE.—NOS. CANOTTE—Mrs. John Wood and Mr. John Brougham.

FIFTH-AVENUE THEATRE.—EVERYBODY'S FRIEND—Mr. Lewis Jones, Miss G. H. Gilbert.

OLYMPIC THEATRE.—ALADDIN—Miss Lydia Thompson.

WALLACK'S THEATRE.—OUR AMERICAN COUSIN—Mr. Sothern, Miss E. Rogers.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCES AND ORNITHOLOGY—Afternoon and evening.

BRYANT'S MINSTRELS.—ETHIOPIAN MINSTRELSY Kelly, Leon, Bryant, Seymour, Reed.

ST. JAMES THEATRE.—SAN FRANCISCO MINSTRELS—Bryan, Wambold, Backus and others.

TONY PASTOR'S OPERA-HOUSE.—VARIETY ENTERTAINMENT.

NO. 728 BROADWAY.—EMERSON'S CALIFORNIA MINSTRELS—Ben Cotton, Emerson, Lucas, and others.

FOOT HOUSTON-STREET.—BAILEY'S CIRCUS AND MENAGERIE, Afternoon and evening.

AMERICAN INSTITUTE.—ANNUAL EXHIBITION OF ARTS, SCIENCE AND AGRICULTURE. Day and evening.

ASSOCIATION HALL.—MRS. JARLEY'S WAX-WORKS.

NATIONAL ACADEMY OF DESIGN.—EXHIBITION OF PAINTINGS.

The New-York Times.

The NEW-YORK TIMES is pre-eminently a family paper, all objectionable advertisements being rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

TERMS TO MAIL SUBSCRIBERS.

The DAILY TIMES, per annum, including the Sunday edition.....$12
The DAILY, per annum.....10
Sunday Edition.....2
The Sunday Edition, per annum.....2
The EUROPEAN EDITION, per annum, postage extra. 5

SPECIAL RATES FOR THE WEEKLY AND SEMI-WEEKLY TIMES FOR 1873.

The WEEKLY TIMES, per annum.....$1 00
The SEMI-WEEKLY TIMES, per annum.....2 00

Subscriptions to either of our editions, except the Weekly, covered a less length of time than one year at the yearly rate.

The SEMI-WEEKLY and WEEKLY mailed one year to clergymen at the lowest rates.

These prices are invariable. Remit in drafts on New-York or Post-office Money Orders if possible, and where neither of these can be procured send the money in a registered letter.

Terms, cash in advance.

A very full summary of news, and many general articles of great interest, are published in the Semi-weekly editions; and in the Weekly edition there is an unabridged report of the proceedings at the Farmers' Club, an excellent summary of political information, and a great variety of matter suitable for family reading.

THE NEW-YORK TIMES,
New-York City.

To Advertisers.

☞ For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 23d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, and No. 1,941 Broadway, between 30th and 31st sts., at same rates as are charged at office of publication.

☞ The NEW-YORK TIMES has opened a branch office in Brooklyn at No. 111 Fulton-st., junction of Fulton and Main, where advertisements will be received until 5 P. M.

Gov. WARMOTH is taking the direct road to excite a popular uprising in New-Orleans. An attempt, equally reckless and imprudent, is threatened to count in the Democratic ticket. The personnel of the Returning Board of Election Officers has been arbitrarily changed, and without any obvious reason, save to prevent honest inspection, a cordon of armed police has been drawn around the building in which the votes are being canvassed. As a large proportion of the ballots now in possession of the agents of WARMOTH were cast under the provisions of Federal, rather than State laws, it is perfectly clear that the Federal authority is entitled to see that the integrity of these ballots is respected.

There is every reason to believe that the Massachusetts insurance companies affected by the Boston fire will pay more than the average of fifty per cent. with which they have been credited. Their assets, though consisting of but a small proportion of national bonds, are generally composed either of State bonds, equally marketable, or of shares in New-England manufacturing companies, which can be readily realized at their full value. One very obvious lesson of the fire to business men, who did not need the similar teaching of the Chicago disaster, is that a cautious distribution of their risks is a prime necessity of security under our existing insurance system. If insurance companies are ready to concentrate their business in a way which exposes them to the certainty of breaking down under an unaccustomed pressure, commercial men should do their best to prevent the carrying out of so imprudent a line of policy.

Mr. NAST takes leave of the campaign in two magnificent cartoons, to be found in *Harper's* of this week. The double picture, especially, will worthily compare with the best efforts of the great caricaturist, whose pencil has done such splendid service during the recent political struggle. Mr. NAST's funny delineation of himself as an artist out of work, need not excite any apprehensions on the part of his numerous admirers. There remain enough of humors, follies and humbugs in the domain of our social life, to furnish the American LEECH with a perennial wealth of subjects for his facile pencil. There are, besides, abundance of great and noble aspects in the career of our great people to demand such treatment as a NAST alone can give. The artist of *Harper's* has merely finished another brilliant chapter of his career. There are other and still more brilliant ones in store.

A striking illustration of American enterprise is shown in the fact that the fire in Boston had hardly been got under control before the citizens began to consider what improvements could be made when the district should be built up. Many of the streets in this locality have been widened within the past few years; but there was a want of directness in them which nothing less than the present disaster could have changed. Now there is a broad, clear space over which new streets may be constructed without detriment to any one's property or comfort. Milk-street needs, and will probably receive, greater attention than any other thoroughfare, though all could be altered so as to conform to a general plan, based on State-street, both in width and direction, the citizens of Boston would never have cause to regret the fire.

Advising the South.

If Mr. GREELEY is wise he will stop giving advice to the South. The quality of the article he has heretofore furnished has not been such as to justify any further demand. Moreover, the South has never but once—in 1861—paid the slightest regard to his views on any subject, and it has ever since had sad reason to regret doing so then. In the canvass just closed, the South went heavily against Mr. GREELEY, thus declaring in the most emphatic manner that he was not trustworthy as a counsellor. When a public man sets himself up as the peculiar friend and champion of a section which quietly but very emphatically rejects both his instruction and himself, a decent respect for the opinions of that part of mankind most intimately concerned requires that he shall thenceforth keep his wisdom to himself.

Mr. GREELEY ought also to see that he is in no mood to talk rationally on questions affecting the South. He has just emerged from a tedious campaign, in which his own part was confined largely to trying to convince the people that the South had been wronged by the Republican Party, and that he could right the wrong. In seeking this end, the habit of a lifetime compelled him to a great deal of exaggeration, and not a little misrepresentation, and even if we charitably concede that these were unintentional on his part, it is certain that he cannot think or speak fairly, or even prudently, on the question of the South until his personal connection with the subject has passed from his mind. At present if he undertakes to handle the subject, he makes himself ridiculous. He did so in the article entitled "Abiding the Issue," in yesterday's edition of his paper. The South, he declares, "has appealed for a kindlier usage, and it has been flatly denied her." Who denied it? Let the votes answer. Eleven Southern States were placed under the operation of Congressional legislation with reference to their local governments. They possess in all ninety-five electoral votes. At the recent election, these votes were given to the respective candidates as follows, and nearly by the following popular majorities:

TO GRANT.	Majority.	Electoral Votes.
Alabama	6,000	10
Arkansas	2,500	5
Florida	300	4
Mississippi	35,000	6
North Carolina	20,000	10
South Carolina	40,000	7
Virginia	6,000	11
Total	107,500	53
TO GREELEY.		
Georgia	2,000	11
Texas	10,000	6
Tennessee	5,000	12
Total	30,000	11

If to the GREELEY States we add Louisiana—which unquestionably voted for GRANT, though WARMOTH's men may count her the other way—he still has but four of the eleven States, casting thirty-nine electoral votes, and giving him a majority of 21,000, while Gen. GRANT has the remaining seven, with fifty-six electoral votes, and a popular majority of 107,500. Of the States which went for GRANT, four—Alabama, Florida, North Carolina and Virginia—were at the last elections preceding those of 1870, Democratic, and were steadily counted on by the GREELEY men as sure to give a Democratic majority this year. In other words, if the South made an appeal for kindlier usage, and was denied, she largely joined in the denial.

In point of fact, she made no such appeal. A parcel of hungry politicians thought to make political capital by exaggerating acknowledged evils, and charging them where they did not belong. Among the most earnest in repudiating this unjust and selfish course, and in seeking to maintain relations with the National Administration founded on justice and mutual respect, were the sensible men of the South, who gave such States as North Carolina and Virginia to the Republican Party. None more than they will be pained and disgusted by the revival of the selfish cant about "kindlier usage," "peace," and "oil for their wounds." They know that their State Governments are in the hands of the people of each State, as much as are those of New-York and Illinois; and they know, also, that the National Government is in the hands of a party to the triumph of which the South has given a heavy majority, and which has no inclination to deal otherwise than justly and kindly with all.

The Ways of Doubtful Local Business.

We trust that the friends of local reform will devote a little attention to the report, printed in another column, of yesterday's meeting of the Board of Apportionment. Its proceedings illustrate, very forcibly, the sharply-defined distinction between the old and the new régime in local affairs, and help us to realize how great will be the gain to good government, when the beginning of next year shall give us a new Board of Apportionment, in which the controlling influence will be on the side of strict economy and a faithful interpretation of the law. The prospect of such a consummation has evidently somewhat alarmed the Tenth National Bank, whose management has, accordingly, made haste to say what can be done before the first of January, to recover a claim against the City which the Courts have, so far, failed to sanction.

This claim is on account of an over-draft of upward of a quarter of a million of dollars, granted by this Bank to the Ring Commissioners of the new Court-house. These Commissioners were THOMAS COMAN, MICHAEL NORTON, JAS. H. INGERSOLL and JOHN J. WALSH. The taxpayers are tolerably familiar with the way in which this precious quartet disposed of public money. It was bad enough that million after million should have been voted by servile Tammany Legislatures, and paid out by corrupt local officials, for the benefit of the swindlers who fastened on this Court-house job. But the public had a right to expect that the appropriations sanctioned by men who had at least a claim to represent the community should form the limit of the plunder which the City's gross neglect of its own affairs had rendered possible. It seems rather curious, therefore, that the Tenth National Bank should be supposed to have a claim upon the public treasury for money which it deliberately placed in the hands of men who had grossly abused their official trust, and who had no right whatever to spend a single dollar beyond the extravagant appropriations which had been placed at their disposal. Could it be proved, even, that this quarter of a million of dollars was honestly spent for public purposes, it might be possible to overlook the gross irregularity involved in its advance. But the money, in addition to being obtained without warrant of law, was extravagantly, if not fraudulently spent. In making such an advance to such a Board, the Bank took a risk, from which it should be allowed to extricate itself as best it may through the agency of the Courts. Were the Board of Apportionment to make an appropriation now to reimburse the Bank, it would be placing itself as deliberately in opposition to public sentiment as if it confided the money, as the Bank did, to the irresponsible disposal of such men as INGERSOLL, NORTON & Co.

The disposal of the excise moneys also came up at yesterday's meeting of the Board of Apportionment. A large appropriation of this fund was made at last meeting to various hospitals, houses of refuge, &c., without any reference to the religious creed to which they owed their main support. Some supplementary appropriations—about twenty thousand dollars—were made yesterday, in which the same rule was observed. But as there still remained a surplus of the excise fund to be distributed, the old question arose about its application to institutions of an educational, rather than a charitable character. Section 6 of chapter 583 of the Session laws of 1871, expressly forbids the application of any part of the money raised by taxation for the benefit "of any private or sectarian school, or to any institution or enterprise that is under the control of any religious denomination." A number of prominent charities, none of them of the nature of private schools, however, are expressly excepted from the operation of this prohibition. The same section of the law authorizes the appropriation of the excise moneys "for charitable purposes." The first part of this section furnishes a key to the interpretation of the latter part, and it is perfectly clear, in the words of the resolution of Controller GREEN, that the only institutions which can properly claim the benefit of the excise money "are of a class affording fuel, raiment, medical attendance, and shelter to the poor and destitute." The whole spirit of our legislation, as well as the sentiment of the majority of our people, is opposed to grants to sectarian schools, from any source whatever. The passage of Mayor HALL's resolution directing the distribution of the unexpended balance of the excise fund among "free schools maintained under private auspices," is an act as dangerous as it is without legal warrant. The people of the City and State will approve of no official action which involves a confession that our public school system is an imperfect provision for the education of the masses, and the sooner a repetition of such action is rendered impossible by very explicit legislation the better.

Fires and the Atmosphere.

The question why fires at certain times spread so much more rapidly, and are so much more difficult to check, than at others, possesses a very high degree of importance and interest.

In some cases, the difference referred to by this question can, to a certain extent at least, be easily accounted for. There is no difficulty, for instance, in seeing why a shingle-roof, with six inches of snow upon it, should be less readily ignited by sparks than a similar roof which a midsummer sun had for two weeks been thoroughly baking. The inquiry why a fire would be likely to be more destructive in clear weather with a high wind, than in a pouring rain with no wind at all, would not be a particularly puzzling problem to ordinarily intelligent children ten years of age. The influence of these, and a number of other circumstances that might be mentioned, is plain enough. But there are some influences which are far from being so obvious. After all the reasons that can be given for the spread of most of our great fires, nearly or quite all the causes assigned, both by practical and scientific men, could generally be found to exist in cases where the conflagration was comparatively slight, and where the means of extinguishing it proved no less effective than usual.

Every one who regularly attends to an ordinary grate or stove, has frequent occasion to observe that a fire, which burns brightly at certain times with a certain draught, will often require, at other times, a much greater draught to keep it from going out. In some cases, as we just remarked of a similar fact in reference to conflagrations, this is readily understood; but in many instances it is in a very great degree owing to causes which neither science nor practical observation knows anything about. The simple fact in regard to the whole matter is that the different states of the earth's atmosphere are a subject concerning which, like a great many other things, science is able to tell much less than scientific men are always willing to acknowledge. There are certain philosophic truths, indeed, in regard to the atmosphere, which are well ascertained, and respecting which no one capable of understanding them can have any doubt. But there are others in reference to which we are as ignorant as the ancient Romans. There are very many phenomena connected with the subject of the air we breathe, for which science utterly fails to account, and among these the numerous phenomena produced by the action of fire occupy no unimportant position.

There is sometimes, in case of a very destructive conflagration, a kind of criticism heard in respect to alleged want of efficiency in the firemen, which is as unreasonable as the blame often attached to a doctor when a patient dies of a disease from which an individual has suffer the care of another physician, recovered. The cases of the two patients—although, so far as could be seen, exactly alike—may have been, in reality, entirely different. So with fires. The skill and energy which will effectually check one will not always prevent the spread of another, although the circumstances may be, apparently, precisely the same.

Among the many important applications of the general fact that the atmosphere is sometimes in a state much more suitable for the promotion of combustion than at others, is the consideration that precautions against fire, which have with impunity been for a long time neglected, may eventually prove themselves to have been greatly needed. A degree of carelessness, in this respect, which has for years occasioned no injury, will not unfrequently result, eventually, in most serious disaster. Not a few of the fires attributed to incendiaries are in all probability owing to this cause, the occupant being unable to see why his premises should accidentally have taken fire at that particular time more than at any other, and being often sincerely convinced that a misfortune was due to malicious agency, which in reality was altogether brought about by the operation of natural laws in producing the legitimate results of his own imprudence.

Our Docks and Piers.

Next to quick transit, there is nothing in the line of material improvement which our City so much needs as a thorough and comprehensive reform in our system—or, rather, our total lack of system—of wharfage. The Dock Commission, that was created, two years ago for the express purpose of carrying out this reform, has, thus far, done little more than lay out and mature the plans for an improvement of our water-front, which, at the present rate of progress, will take a score of years to complete. The plans appear to have been well considered, but owing to obstacles arising out of the utter want of system heretofore existing, and the ownership, by private parties, of nearly two-thirds of all the piers and bulkheads in our harbor, it will be impossible for the Dock Commission to carry out their improvements, except by piecemeal.

Their plan, briefly stated, comprises the construction of a sea-wall, or bulkhead, of granite on either side of the City, commencing at the Battery and running up the North and East Rivers. This sea-wall is to extend a sufficient distance into the two rivers to form a street, fronting the water, two hundred and fifty feet wide on the North River side, and of somewhat less width on the East River side. A sample of the plan of the Commissioners, as it will appear when completed, can now be witnessed on the west side of the Battery, at the foot of Battery-place, where a section of the bulkhead is nearly completed, and the first of the new piers, which will constitute Pier No. 1 North River, is in process of construction.

The pier is to be five hundred feet in length, resting on nineteen arches, and constructed of granite above low-water mark, and of concrete below. The bulk-head is built of the same material, and some idea of its cost may be formed from the fact that its foundation is upward of fifty feet below low-water mark.

It is not contemplated by the Dock Commission to construct all the new piers of stone at present, owing to the great cost, although the plan to be carried out ultimately includes none but stone piers. The Commissioners have perfected their plan of the improvement of the water-front, and it has received the sanction of the Commissioners of the Sinking Fund, as far up as West Eleventh-street, on the North River side, and Grand-street, on the East River side. They have also obtained from the Commissioners of the Land Office in Albany, in pursuance of an act of the Legislature of 1872, a deed conveying to the City all the right, title, and interest which the State has in the land under water, comprised in a distance of one thousand feet seaward from the interior line of any and every street fronting on the river, on either side of the City. This deed is of immense value to the City, more than compensating it is claimed, for the entire cost of carrying out the improvements contemplated in the plan of the Dock Commission. It also furnishes them with a weapon of defense against the avarice of parties having a private ownership in existing bulk-heads, since, in case these owners refuse to part with their interest at a reasonable price, and thus obstruct the progress of the improvements, the Dock Commissioners can erect an exterior bulkhead, and thereby render their property valueless.

The completion of the plan of dock improvements adopted by the Commission will, as before stated, occupy many years and involve a large outlay of money; but it is what New-York must ultimately have. The estimated cost of constructing the granite bulkhead, or sea wall, from Grand-street, on the East River, to West Eleventh-street, on the North River, is twenty millions of dollars. This includes also the building of piers, some of wood and some of stone, wherever the existing piers are owned by the City. The income from the lease of these piers, under the superior facilities for commerce afforded by the improved system, would, it is claimed, speedily a sinking fund more than sufficient to pay the dock bonds as maturity.

As to Attorney!

"When poverty comes in at the door," says the cynical maxim, "love flies out at the window." It was to be foreseen that this would be the case in that ill-assorted companionship which existed a few days since, between the Greeley Democrats and the Greeley Republicans. No one expected that, if adversity came upon them, they would bear their respective shares with good-nature or refrain from charging on each other the origin of all their woes. But who thought it would come so soon? The old alliance, "dead but two weeks—nay, not two," and the chief organ of that portion of the Democratic Party which sold out last and got the least, is already railing bitterly at its old associates and their friends.

Only a week ago on Monday, it overlaid the character of Mr. GREELEY with [illegible] of flattery so thick and sweet, that any one unacquainted with the *World* would have warranted it to last at least a month. But it seems to have been only that slippery covering with which certain creatures are wont to dress their victims before swallowing them. On the day referred to the gentle *World* declared that Mr. GREELEY's course in the matter of the coalition had been "a marvel of tact and wisdom," his "spirit had been high and chivalrous," and he had shown "perfect self-poise and solid good sense."

A week has passed. The election has intervened, and this is what the *World* had to say of its late candidate yesterday:

He "confesses to hollowness and folly of the distinguishing thing in the platform" on which he stood; "he makes haste to renounce and trample under his feet the evasive juggle which alone made his nomination possible;" "he cannot escape the imputation of having given his sanction to a miserable fetch whose dishonest emptiness he perfectly understood, and which he would have been the first to expose and brand under other circumstances." He is asked if he ever regarded the tariff plank in the Cincinnati platform "as anything but a disreputable dodge—a dodge which he overstated and exaggerated, as well as sanctioned, in his letter of acceptance." He is accused of having been all along engaged in a "heartless and tricky canvass." "The very thing which rendered his nomination possible, is admitted by himself to have been an imposture."

Our readers need not be told that all this denunciation of the man who was praised nine days ago for his "high and chivalric spirit," his marvelous "tact and wisdom," "his perfect self-poise and solid good sense," is prefatory to another avowal by the *World* that it continues in its old line of business, "the political education of the people." This is a pursuit for which every one must see its eminent fitness.

Becker.

As a genuine, unselfish philanthropist, we are prepared to back Mr. C. BECKER, of this City, against any rival who may be produced—"man and money ready," as the sporting-papers phrase it, at No. 223 East One Hundred and-Twenty-eighth-street. Our knowledge of him is derived from the following proclamation, which, signed with his name and address, appears in the advertising columns of an evening journal of this City:

NOTICE.

The American public intending to travel in Belgium (Europe) are hereby notified that our Secretary of State, the Hon. Hamilton Fish, as well as Mr. Jones, our Ambassador to Belgium, do not offer any protection to their fellow-citizens, notwithstanding they are maltreated, injured, and suppressed by the authorities against the laws of that country.

C. BECKER, No. 223 East 128th-st.

It is obvious that this notice is published out of pure good will to man—with the exception, perhaps of Messrs. FISH and JONES. Its publication as an advertisement must have cost Mr. BECKER at least two dollars, for which investment it is morally certain that he will never receive a single cent. If there is any other man who will thus incur advertising bills solely for the benefit of the general public, we should like to see him. Why, even the members of the Light-house Board, who publish somewhat similar warnings as to newly-discovered shoals, receive a salary for thus serving the maritime interests of this country.

It must be confessed that the statement of Mr. BECKER shows a very melancholy and muddled state of things in Belgium, (Europe,) no reference to, or reflection on, any other Belgium being intended. It appears that Messrs. FISH and JONES are "maltreated, injured, and suppressed." Readers of *Alice in Wonderland*, will, of course, understand the nature of the painful process of suppression. The person on whom this torture is to be inflicted, is placed in a bag, the mouth of which is tightly closed, and is subsequently sat upon by all the by-standers in turn. This outrage was inflicted upon two guinea-pigs of Alice's acquaintance, but the process of suppression would, of course, be the same were Messrs. FISH and JONES subjected to it. When we remember the prevalence of fat men among the prosperous burghers of Belgium, (Europe,) it is at once perceived that Messrs. FISH and JONES must have suffered severely when thus cruelly and violently suppressed.

The wretches who, according to Mr. BECKER, "maltreated, injured, and suppressed" an American Secretary of State and an American Ambassador, are rather vaguely described as "the authorities against the laws of that country"—meaning, of course, Belgium, (Europe.) It is possible that there is some slight error in this description. "Authorities against the law" are a species of magistrate unknown in this or any other country, except, perhaps, Belgium, (Europe;) and we are inclined to believe that Mr. BECKER intended by this phrase to describe the brigand chiefs, who, with their lawless bands, notoriously infest the precipitous mountains that border the Atlantic coast of Belgium, (Europe.)

Of course, no blame is to be attached to Messrs. FISH and JONES that, in these circumstances, they do not protect the Traveling American public. It is therefore, to be regretted that the presence of the word "notwithstanding" in Mr. BECKER's benevolent proclamation renders it open to a misconstruction which he could not have intended. No man in his senses would expect either a Secretary or an Ambassador who was in the very act of being sat upon by heavy persons, bent on his suppression, to wrench himself out of the hands of his enemies and fly to the relief of fellow travelers. Clearly, Mr. BECKER intended merely to set forth the miserable condition both of official and private Americans in Belgium, (Europe,) in the hope that some one would do something about it. The thanks of the nation are, therefore, due to him, and we very confidently expect that President GRANT will at once inform the Government of Belgium (Europe) that the maltreatment and suppression of Messrs. FISH and JONES must immediately cease, and that proper reparation must be made for the past ill-treatment of those excellent gentlemen.

MINOR TOPICS.

Some time since the steam-boats *Cornell* and *Adelphi* came in collision near Fort Washington. In the course of the investigation into the matter, the officers of the *Adelphi* swore that the *Cornell* willfully crowded the other boat over toward the shore, and when she failed to run her aground, ran into her, tearing away one of her paddle-boxes. The passengers of the *Cornell*, said one witness, "jeered" at the *Adelphi* when the latter was compelled to stop in order to save herself from running aground. Here was a steamer recklessly trying to injure another, and the passengers could think of nothing better to do than to exhibit a preposterous partisanship by idiotic "jeering." As a rule, the passengers is at much at fault in occurrences like this as are the steam-boat officers, for the latter are uniformly encouraged by the silly partisanship which the passengers are sure to exhibit.

The steam-ship *Helvetia*, in her recent voyage from this port to London, came near meeting with a serious disaster. Her machinery broke down in the British Channel, and becoming unmanageable, she rapidly drifted toward the French coast. Luckily, a steamer fell in with her, and towed her safely into port. This disaster seems to demonstrate that screw-steamers, rigged after the manner of the *Helvetia*, are about as helpless after their machinery has failed as a paddle-wheel ship would be in like circumstances. Latterly the tendency has been to diminish the size and number of the spars of a screw-ship, until a point has been reached where the vessel is helpless when depending on her sails. The accident to the *Helvetia* should warn steam-ship companies to see to it that their vessels are so rigged as to render them safe sea-boats under sail alone.

In the sixth annual report of the Aeronautical Society of Great Britain, reference is made to the impulse given to the study of aerial navigation by the Paris siege. Some doubts are thrown, however, on the notion of securing guidance and propulsion, the two essentials without which the balloon must remain little more than a plaything, a scientific toy of uncertain utility. The report, indeed, graciously admits that these objects may "legitimately exercise the ability of inventors," but declines to commit the Society to any belief in the possibility of their achievement. It even goes so far as to hint that an undue attention to these points has retarded the general utility of the balloon. It recommends that some of the ingenuity wasted in this direction be diverted to improving the means of effecting descent and ascent of a balloon in equilibrium, without the necessity of a recourse to the somewhat crude methods of lessening ballast or gas. This seems sensible, though we fear it will be but obscure tidings to the faithful few who still look fondly forward to a time when FOX's fantastic dream may be realized, and passengers shall go in a day or so by balloon ferry from New-York to London.

The cashier of one of our City banks was found, on Tuesday last, to be a defaulter to the extent of fifteen thousand dollars. Like the dozens of other defaulting cashiers who have latterly made themselves notorious, he had never been suspected of dishonesty previous to his detection, and had been led into his betrayal of trust through losses in stock gambling. So far, there is nothing to distinguish his case from those of other defaulters; but now we are told that the directors of the institution he has betrayed do not intend to punish him, on the ground that, though he has been in their employ for twenty years, this is his first offense. Are we to understand, then, that for a cashier to remain honest for twenty years is something so extraordinary as to entitle him to special privileges when he finally becomes a thief? If this is not the meaning of the ill-judged lenency of the directors, it would not be easy to find out what the true meaning is.

Time out of mind the surrender of his sword by a defeated General has been the token of his submission. But generous conquerors have invariably softened, as far as possible, the humiliation by instantly returning the weapon to a valorous foe. This chivalric law of arms the San Francisco Police seem to be either unaware of, or unable to appreciate. Mrs. FAIR, upon her arrest, may be justly likened to an unfortunate Captain overpowered by stress of numbers, and we can readily fancy the grace with which she yielded up her pistol to the victor. But now that the war is over, and she claims the return of the weapon, it is most ungallantly refused. This, we must say, is very unhandsome conduct in the Police, and every sensitive spirit, we are sure, will sympathize with Mrs. FAIR's indignation. A California jury has just given her free license to slay whomsoever she listeth, and now the California Police seek to thwart her in the exercise of this gentle prerogative by withholding the means of enforcing it.

Arrival of Hon. Charles Francis Adams.

Hon. Charles Francis Adams returned from Europe, yesterday, by the Cunard steamer Russia. The revenue-cutter Grant, having on board a large number of his personal friends, started down the Bay as soon as the steamer was signaled, and ran alongside the Russia, when off Quarantine. They then boarded the vessel, and remained with Mr. Adams until the Cunard Dock in Jersey City was reached. Carriages were in waiting, and Mr. Adams was conveyed to the Brevoort House.

Trustees of the College of the City of New-York.

The Board met yesterday afternoon, Mr. Smythe in the chair, and all the members except Mr. Ingersoll, being present. It was resolved that the Spanish language be taught in the Introductory Department, optional with the French and German languages. A budget was presented, adopted, and ordered to be sent to the Board of Supervisors for the sum of $200,000 for the year 1873.

Personals.

Gen. S. D. Buckner, of Kentucky, and Hon. Peter Reyn, Schenectady, are at the Grand Central Hotel. Capt. J. E. Coyle, of Maine; Capt. Wm. Cobb, of Massachusetts; Capt. T. F. Baker, of Ohio, and H. E. Pike, of Washington, are at the Astor House. Hon. Gathman A. Graw, of Texas; Hon. J. Ross Browne, of San Francisco, and Hon. Dion Boucicault, of England, are at the Fifth-avenue Hotel. The Marquis of Queensbury; A. Johnstone Douglass; Capt. Cook, of the steamship Russia; S. W. Rowse, of Boston, and Charles F. Adams, are at the Brevoort House. E. Happin Hall, of London; Alexander Agassiz, of Cambridge, and F. J. Hinson, of Washington, are at the Hoffman House.

The Cemetery Seat of the Earl of Derby Robbed.

Superintendent Kelsey, yesterday, received from Major Greig, Head Constable at Liverpool, circulars announcing that Knowsley Hall, the seat of the Earl of Derby, had been robbed of a large quantity of valuable jewelry.

WASHINGTON NOTES.

Officers of the Quarter-Master's Department of the Army—A Washington Applicant on Hayden's Staff—Gossip and Incidents.

Special Dispatch to the New-York Times.

WASHINGTON, Nov. 13.—At the beginning of every session of Congress, for the past three years or more, there has been a story put afloat that a new set of officers for the Senate would be appointed. The specific point in the rumor of a general shake-up always was that Sergeant-at-Arms French is to be succeeded by a Mr. Byington, who has been a standing candidate for the position for an indefinite number of past years. Mr. Byington is clerk to Senator Sharp's Committee, and, by virtue of that office, also Senator Ferry's Private Secretary. He is credited with having married up the combination between the Democrats and the Republican enemies of Gen. Hawley to the Legislature, by which the latter was defeated for the Senate last Spring. Last Winter he made an effort to have Mr. French replaced by himself, but could not get the five signatures necessary to call a caucus at the Senate to consider the subject. Mr. Byington now turns up again as the standing candidate, and a combination for his election is announced. This is the same old story, and is likely to have the same finale as hitherto.

MANSARD ROOFS AND IRON COLUMNS.

Mr. Adolph Cluss, an architect of reputation and a member of the Board of Public Works, has been interviewed by the *Evening Star* on the subject of Mansard roofs. He does not join in the outcry raised against the style, but he condemns the method on which the majority of them are constructed in this country. He would have the roof made of iron, with a counter ceiling between the rafters filled in with mortar, like a fireproof floor. His plan is that wooden cornices are more dangerous than the present French roofs. Where iron columns are used in buildings, he says they ought to be in the form of double columns, the inner column being strong enough to carry the structure, and the space between it and the outer column filled with some non-conducting material like plaster of Paris, which is the form of column which the building regulations of the Board of Public Works call for, under certain conditions, to be used in buildings here when iron is used at all.

THE INAUGURATION.

The Young Men's Republican Club of the District re-night took the preparatory steps for the inaugural procession on the 4th of March, by appointing a committee to consult with the Congressional Committee and leading citizens. This organization is composed of some of the best men of the party in the District, and if the matter is confided to them, will make the affair a grand success.

THE COUNTY CANVASS.

Preliminary Delays and Discussions—Requirements of the Law Governing the Action of the Canvassers.

The Board of County Canvassers reassembled at noon yesterday, with Supervisor Cooper in the chair. Resolutions were adopted, to the following effect: Appointing a committee of three members as a Committee on Protests, to whom shall be referred all protests, claims, or other papers relating to any matters in dispute between candidates for office; that James McGowan be appointed Sergeant-at-Arms, and Edward Madden Assistant Sergeant-at-Arms; that three members constitute a quorum for the purpose of comparing the returns; that the rules and orders of the Board of Aldermen, so far as applicable, be adopted as the rules of this Board; that James J. Martin, J. William McGowan, and Thos. Libby be appointed assistant clerks; that the returns now in possession of the clerk of the Board of Supervisors be retained by him until required for comparison; that the Board shall specify the returns to be so furnished from day to day by said clerk, and that before the adjournment each day the returns to be canvassed one day following, shall be delivered by a vote of the Board; that all packages of returns not indorsed as required by the Election law, if any such shall be found, be kept unopened until the proper inspectors can be sent for and the indorsements properly and legally made; that the County Clerk keep a memorandum showing names of any inspectors or poll-clerks who shall be found not to have complied with the requirements of the law, and send such names to the Controller for use when such inspectors or poll-clerks shall apply for pay; that whenever the final same was substantially the same, though there might be variations in the spelling or in the Christian name or names, that they should be counted as if correctly stated, except where two persons of the same surname were running for the same office. A question having been raised as to the locality of meeting in the City Hall, instead of a building under County jurisdiction, it was finally decided to take a recess until 3 o'clock P. M., when the Board would reassemble in the Chamber of the Board of Supervisors in the new County Court-house.

The Board reassembled at the Supervisors' Room, County Court-house. Their first work was to re-enact all the action taken by them in the City Hall.

The Chairman moved that when the canvass of an Assembly District was commenced no intermission should be taken until it was completed. Adopted.

Canvasser Cochrane called attention to the law's requirements in regard to the envelope in which the returns were made, the chief point being that the canvassers and inspectors should write their names across the seams of the envelope. These directions had not been generally complied with. He therefore moved that they consult counsel of the Board of Supervisors as to the law, and meanwhile take a recess. The Chairman suggested that his previous motion be reconsidered, and amended so as to provide for the canvassing of each election district, and that amendment was, for the time being, accepted as a substitute for Gen. Cochrane's motion.

The Board then proceeded to canvass the Second District, when it at once appeared that though in some cases five election officers, and in others four and three, and in some cases none of the written oaths, half-seals, &c., were indorsed across the folds, in no case had all six election officers done so. While a discussion was going on over these, Canvasser Vance proposing that they be passed at once, the Chairman called the attention of the Board to the fact that no record of the action of the Board in the face of the contents of the envelope, as required by law. Mayor Hall argued that such an omission might be fatal on a trial at law under a "case warrants," and, therefore, argued that the matter be deferred until legal advice could be obtained. This resolution was finally decided upon. The discussion was the adoption of a resolution presented by Canvasser Cochrane that a committee of three be appointed to examine the envelopes, to notify the inspectors of election and canvassers where such envelopes were defective, to appeal to the Corporation Counsel, and meanwhile to consult the Corporation Counsel.

Supervisors Cochrane, Vance and Joyce were appointed such committee to consult with the Secretary of the Board and the Clerk of the Board of Supervisors, and the Board of Canvassers took a recess until 10 o'clock today.

The Case of Tweed and Ingersoll—Erroneous Statements Corrected.

A paragraph recently appeared in a morning journal, stating that in the civil suit commenced by Mr. Charles O'Conor against William M. Tweed and his associates, a motion had been made by one of the defendants in the case, James H. Ingersoll, to strike out a large portion of the complaint as irrelevant. It was also stated that decision on the motion having been given by Judge Ingalls, in the Supreme Court at Albany, striking out the portion referred to, the effect of the order was to undo all the work which had been done by the plaintiffs in the case, and delay the proceedings another six months. So far from this being true, it appears from the statements of Mr. Wheeler H. Peckham, that even allowing that the decision and order have been entered, of which he has no official notification, the progress of the suit will not thereby be delayed, nor is the work of the plaintiffs in any way undone by it. The motion to strike out, Mr. Peckham characterized as a preliminary, technical affair, which has little bearing on the general issue, and made only in the hope of obtaining some delay, which he did not see it could do. The case of Tweed is set down for the second Tuesday in December, and it will come on then under any circumstances. As to the motion to strike out compelling the plaintiffs to begin all over again, it was all a joke.

Meeting of the Ship-owner's Association.

The Ship-owner's Association held its regular monthly meeting in the building of the Merchants' Exchange, yesterday afternoon. A recommendation was adopted from the Committee on a new form of Insurance Policies, that a convention of all interested in the matter be called to decide upon the adaptability of the form for the purpose designed.

A letter was received from Eli Underpeal thanking the Association for the three cannon mentioned in the resolutions passed at a previous meeting, and containing the assurance that his course in the future would be as exemplary as it has been in the past. After passing several unimportant resolutions the Association adjourned.

IS NEW-YORK SAFE?

Public Concern About the Condition of Our Buildings.

Interesting Letter from the Superintendent of Iron Construction—Fears of the People—What is Necessary to be Done.

The great fire in Boston has naturally set people in this City to considering the condition of the buildings in New-York, and the common verdict is that we are in great peril. The supply of Croton water is known to be inadequate for any continuous drain upon it, and the fact that our fire-engines are not powerful enough to carry their streams to the tops of the high buildings so abundant throughout our City, lends increased weight to the fears universally entertained. The Mansard roofs, now so common, are considered additional sources of danger, for it is claimed that, as the greater number are constructed of wood, they would spread a large fire, just as was the case in Boston. The Chicago fire did not alarm the residents and property owners in this City, for it was believed that the prairie gale, and the preponderance of wooden buildings, were the principal causes of the destruction of that city, but now the Boston conflagration meets that pleasant theory, and we find that granite and brick are no longer a sure protection against fire, whenever it obtains sufficient volume to be unmanageable, and fires create winds for themselves. The question naturally arises what is to be done, and it is to be hoped that prompt and effectual measures will be adopted, not only in the construction of new buildings, but in the way of affording protection to those already in use. We need a better supply of water to extinguish fires, and larger steamers to use it when secured. The system of building needs revision and all of these measures should be adopted at the earliest possible moment, for it will not do to wait for a large fire to prove our danger; we must be prepared for it.

The following letter will be found interesting, in connection with this question:

To the Editor of the New-York Times:

The recent destruction of property by fire in Chicago and Boston demonstrates the importance of giving greater consideration to the question of building-material and mode of construction of buildings in all our large cities, by which we can rely with greater security against the ravages of the fiery element. It no longer appears proper to permit indiscriminate construction, where the safety of a whole community may be endangered. What was considered the most substantial structures in Boston during the late conflagration offered but feeble resistance to the general devastation, which proves that there is radical wrong in the construction of what are called our fire-proof buildings. To my mind, there is no reason why buildings should not be erected sufficiently proof to stay the fiery element. We have blast-furnaces that are subject to a continuous intense heat for a year, and why should we not have buildings erected for the storage of our most valuable goods that would resist heat during the brief period of an ordinary or extraordinary fire?

This class of buildings should be erected in rows, at certain distances, and in different parts of the City, having very thick walls—sufficiently so to be impervious to fire during its brief stay. The present mode of construction is wrong. I do not know of a single building in this City that has sufficient pieces of strength in the interior vertical and transverse supports to withstand the combustion of our most inflammable material for a great length of time, and I see no reason why buildings cannot be erected which would save the contents against fire from without for twenty-four hours, or would withstand the combustion of the contents, if not explosive, for the same time. Such a fire-proof structure would be expensive, it is true, and would probably render it objectionable as a private enterprise, as being a non-payinz investment; but such structures would be pecuniarly valuable in case of conflagrations like that of Boston. In order to save expense, let the structure be bereft of outlay for architectural effect, but fully efficient against fire; this can undoubtedly be done.

In our City we have more stringent laws relative to buildings, as to safety and the prevention of fire, than in any other city in the Union; but still they are insufficient to provide against the ravages of an extensive conflagration. Proper provision is not made for the decimation of the strength of iron when attacked by fire; but only so far as is practically necessary to sustain with safety the loads to be imposed in our ordinary temperature.

In this last respect, I have no doubt our laws are up to the standard requisite for the ordinary purposes of safety, with one exception. In the first place a brick wall should be made of sufficient thickness, correspondingly to its height, so that when subject to an intense heat on the one side, its expansion on that side will not cause sufficient curvature to topple it over, and the thickness ought to be sufficient to prevent the transmission of heat to the contents of the building. This can be accomplished, even at the bricks exposed to combustion are in a state of fusion. In a brick wall fifty feet high, its linear expansion, should the ratio of temperature be increased from 80° to 2120° of heat when exposed to a flame of 2,000° of heat, it would expand 2¼ inches.

If the wall be of granite, its expansion will be 4¼ inches, but granite bums off at less than this elevated temperature. You can readily conceive what must be the curvature of a wall seventy-five feet high when subjected to such intense heat on the one side, and near its nominal temperature on the other. I saw, in Chicago, brick walls fifty feet high only eight inches in thickness. Brick is a good resistant to the passage of heat, in comparison with metals. Slate being 100, brick is in the ratio of 60, granite 75, while lead is 531—brick being nearly 1-9 the conducting power of lead. A brick wall, 20 withstand fire, should be of such thickness that the inside will maintain nearly its equilibrium to counteract the curvature of the other side exposed to fire, as well as being thick enough to prevent the transmission of heat to the contents within. For safe deposit companies, where expense is of a secondary consideration, fire brick is the best material to resist fusion, as well as being a good non-conductor of heat.

But the important part is the failure of iron when subjected to heat. It was the general impression, previous to the fire in Chicago, that a building having iron girders and beams, well bolted together, and sustained by columns bolted to each other, was bolted to the girders with brick arches, making in all a most substantial structure, was a fire-proof one; but what we have such conflagrations as have visited our sister cities, this mere construction of but little avail to resist the weakening effects of intense heat, unless provision by increased dimensions are made for it. I have never known of a case where provision was made for increased dimensions of the iron-work of a building necessary to meet the exigency in case of an intense heat acting on the iron-work, but only to sustain with safety the load it had to bear. Iron is a most suitable material for building purposes, previously its proportions are increased so as to be in sufficient surplus capacity, when under an intense heat, to be to excess in its diminished strength to bear with safety the load increased. All the rods and other parts subject to extension and lateral force should be covered with a fire-proof material.

Iron, when heated, rapidly loses its strength and is liable to give way suddenly if sustaining a load—much sooner than burning timber, which is a great resistant to the transmission of heat. Prof. Fairbairn, on his experiments on the strength of iron at different degrees of heat, found the effect of heat on cast iron from 20° to 1600° to be to weaken it to the extent of one-tenth of its strength, and should this effect continue in similar ratio at increased temperature, it is easy to see to what extent the dimensions of the iron-work should be increased.

Another very important point should be looked after is the erection of fire-proof buildings—the expansion when subject to heat, and to prevents forcing the walls out. This force is enormous. A bar ten feet long, it has been calculated, will exert a pressure by expansion by heat, of fifty tons per square inch. It can and is against a fixed wall the whole pressure is exerted to the other to force it out to the extent of the elongation.

The iron shutters used in buildings in this City are ordinarily, in connexion with those used in other cities, one-sixteenth of an inch in thickness for the sheet-iron, and correspondingly to the increased temperature and duration of the fire, the thickness of the material should be increased. Several instances have come to my notice where the iron has been used but one-half that thickness, the object being only to comply with the requirements of the insurance companies, irrespective of any object to provide against fire.

Inspector of Iron Construction,
Department of Buildings.
NEW-YORK, Wednesday, Nov. 13, 1872.

THE FIRE DEPARTMENT.

Investigation Into the Capacity of the Organization—The Present Working Force.

The Board of Fire Commissioners were in session during the whole of yesterday—Mr. William Hitchman presiding—and discussed a subject of great interest to this City at the present time. Chief Engineer Ferier was present, and examined as to the personnel of the Department, its discipline and force. The Department was represented to be in a satisfactory condition, at the same time, several deficiencies in the appliances for extinguishing fires were brought to the notice of the Commissioners. There are not fire-hydrants enough in the first place, particularly north of Fourteenth-street, where the City has grown beyond all expectations. Another cause of equal importance is the fact that in many parts of the City the water-pipes are too small, and although larger mains are now being laid, the work makes hardly any perceptible progress. There were, yesterday, in the City 29 engine and seven hook and ladder companies, with 2,000 men. The force as its full strength, consists of 37 engine and 15 hook and ladder companies, a total of 52 men, 3 engine companies and 2 hook and ladder companies, or 2 men altogether, being stationed north of Forty-ninth-street. Of these 37 are not on full duty, but attend to other necessaries during the day. The 35 engine and six hook and ladder companies south of Forty-ninth-street are first-class Amoskeags, second size; the next are engines of the old Fire Department, which have been remodeled, most of them having been built in this City by James Smith, Seaton No. 25, however, stationed in Yorkville, is a new second-class Amoskeag. Besides the above, eight first-class Amoskeags are kept in readiness as a reserve at the repair shops. There are also the steam-boat Fuller, capable of working thirteen streams of water, which can be signaled by telegraph to the same, and a company, and a boat to be used as a floating engine, recently placed at the disposal of the Department by the Commissioners of Charities and Correction. Two full sets of hose, 2,500 feet to the set, are apportioned to each company, the feet being carried on each reel, and the hose kept as a reserve at the quarters. The 144 horses belonging to the Department were represented to have recovered from the disease which recently affected them. On the outbreak of the malady, the Commissioners ordered a self-propelling engine on trial. It arrived about two weeks ago, and is now used by Engine Company No. 30, who say it is an improvement on the engines drawn by horses. It is of first-class size, throws two streams of water, and travels with great speed, whether there is a railroad-track in the street or not. Another item of interest in yesterday's proceedings in which the Commissioners made public was the fact that they resolved to appoint a Board to examine company officers as to their fitness for the positions they hold. Those who fail so reach the standard required are to be retired. A similar body, known as the Retiring Board, existed some time ago, but it has ceased its labors.

Our Water Supply—Commissioner Van Nort—Proposed Inspection.

In view of the recent fires in Chicago and Boston, considerable anxiety is manifested in mercantile circles on the subject of our water supply, and the question is being discussed whether, in the event of a fire extending to whole blocks of stores, our available supply of water would be adequate for the emergency. Commissioner Van Nort has arranged to visit to-day, in company with the Chief Engineer of the Department of Public Works, the Croton water-shed districts and the new reservoir at Boyd's Corners, which, during the coming Summer, will be filled with water and contain 9,000,000,000 gallons. They will also visit the ground which has been surveyed for a new reservoir, in the middle division of the Croton dam, which will contain 2,700,000,000 gallons.

THE HEALTH DEPARTMENT.

Nuisances of the Harlem Flats—The Harlem Railroad Tunnel—Records of Mortality—Inspection of Stables.

The Board of Health held their usual weekly session, yesterday, President Bosworth in the chair. The Sanitary Committee presented a report in regard to the state of the Harlem Flats, and the means to be adopted to remedy their present condition, which is dangerous to the lives and detrimental to the health of the residents in the vicinity. The report says:

At present this territory, comprising forty to fifty acres, is filled with pools of water, which is not only unhealthful, but the material emanations from the district extend widely, and are the cause of much sickness, and of the inconsiderable mortality among the people in that vicinity. The filling in and grading of improvement in that part of the City is leading to the settlement and occupation by dwellings of all the adjacent ground, and this land is, if possible, to be reclaimed from the nuisance of its marsh.

The Committee recommend that the above-mentioned lands be drained under the direction of the Department of Public Works, as provided by section 3, chapter 160, laws of 1871.

The report was referred to the counsel of the Board to draw the necessary order.

A report was also presented from the Sanitary Committee on the reconstruction and ventilation of privy-vaults.

The report was accepted and placed on file.

The Sanitary Committee presented a report in regard to the tunnel of the New-York and Harlem Railroad, extending from Sixty-seventh to Ninety-sixth-street. The Committee set forth that the tunnel, from its utter darkness, is absolutely dangerous to human life, especially when trains or passenger and freight trains are passing through it, and should a collision occur in the tunnel at any time, a great many lives would be sacrificed by reason of the darkness which prevails there at all times. Resolutions were passed directing the New-York and Harlem Railroad Company to have the tunnel well and sufficiently lighted during such times as passenger and freight trains are passing through.

The Commissioner of Public Works was directed to build a drain through the lots bounded by Forty-eighth and Forty-ninth streets and Madison and Fifth avenues.

Dr. H. Janes, City Sanitary Inspector, reported that there cases of small-pox were traced from a case which occurred at No. 30 Minetta-street, and was not reported in time to have the tenants in the house properly vaccinated.

Dr. Vanderpool, Health Officer of the Port, stated that several cases of small-pox and fever were discovered among the steerage passengers which arrived during last week, and had been sent to the hospital on Blackwell's Island.

The Register of Records reports as follows: During the past week there were registered 813 deaths, being an increase of 85 over the previous week, and an increase of 130 over the corresponding period of the past year. Zymotic diseases occasioned 147 deaths; constitutional, 121; local, 196; developmental, 28, and violent causes, 20. The fatal cases of small-pox increased from 9 to 15; those of scarlatina from 13 to 17; those of dysentery decreased from 25 to 21; those of typhoid fever from 6 to 15, and those of diarrhœal diseases from 42 to 47. The mortality of measles diminished from 4 to 1; those of whooping-cough from 2 to 1; that of typhus fever from 1 to 0; that of intermittent fever from 2 to 3, and that of remittent ditto from 2 to 0. Bronchitis caused 4 deaths; the same number as in the preceding week. The number of deaths by pulmonic inflammation increased from 73 to 82, and those by the local respiratory affections decreased from 74 to 68. Erisipi's disease produced 2 deaths, and puerperal fever caused 3. There were 166 deaths in hospitals and other institutions, 44 deaths were caused by Coroners; 3 were suicides; 2 homicides, and 16 due to accident and negligence. Children under 5 years of age furnished 465 deaths, and persons of 70 years old or over 84. The considerable excess of deaths over births (813 to 665) during the week of 1871 was due principally to the increased mortality of small-pox, scarlatina, croupous complaints, typhoid fever, and phthisis pulmonalis.

The Captain of the Sanitary Company of Police reports the following as the amount of nuisances abated, &c., since the last report: Number of tenement houses inspected, 1,191; rooms, 1,191; vaults cleaned, 1; sheds, 1; cellars, 1; rooms whitewashed, 1; yards, 1; sinks, 1; filled with ashes, 1; sewer and connections made, 1; privies, 1; total, 1,204; number of loads of manure removed, 20; number of loads of ashes removed, 20; number of loads of offal removed, 20; number of loads of rubbish removed, 20; number of loads of dirt removed, 20; number of loads of filth removed, 20; number of loads of garbage removed, 20; number of loads of refuse removed, 20; number of loads of sewage removed, 20; number of loads of soil removed, 20; number of loads of excrement removed, 20; number of loads of urine removed, 20; number of loads of feces removed, 20; number of loads of blood removed, 20; number of loads of pus removed, 20; number of loads of mucus removed, 20; number of loads of saliva removed, 20; number of loads of tears removed, 20; number of loads of sweat removed, 20; number of loads of milk removed, 20; number of loads of cream removed, 20; number of loads of butter removed, 20; number of loads of cheese removed, 20; number of loads of eggs removed, 20; number of loads of poultry removed, 20; number of loads of game removed, 20; number of loads of fish removed, 20; number of loads of shellfish removed, 20; number of loads of crustaceans removed, 20; number of loads of mollusks removed, 20; number of loads of worms removed, 20; number of loads of insects removed, 20; number of loads of reptiles removed, 20; number of loads of amphibians removed, 20; number of loads of fishes removed, 20; number of loads of birds removed, 20; number of loads of mammals removed, 20; number of loads of man removed, 20; number of loads of woman removed, 20; number of loads of child removed, 20; number of loads of infant removed, 20; number of loads of fetus removed, 20; number of loads of placenta removed, 20; number of loads of umbilical cord removed, 20; number of loads of amniotic fluid removed, 20; number of loads of meconium removed, 20; number of loads of vernix caseosa removed, 20; number of loads of lanugo removed, 20; number of loads of hair removed, 20; number of loads of nails removed, 20; number of loads of teeth removed, 20; number of loads of bones removed, 20; number of loads of cartilage removed, 20; number of loads of muscle removed, 20; number of loads of tendon removed, 20; number of loads of ligament removed, 20; number of loads of fascia removed, 20; number of loads of aponeurosis

The New-York Times, Thursday, November 14, 1872.

REAL ESTATE TRANSACTIONS.

At the Exchange yesterday, Wednesday, Nov. 13, R. P. Farmiloe, under order of the Supreme Court, in foreclosure, under the decree of Adrian H. Joline, Esq., sold the said three-story and basement high-stoop brown-stone front house and lot, (lot 16.8 by 100.5,) on East Forty-second-street, and three on East Forty-third-street, between First and Second avenues, as follows: No. 338 East Forty-second street, north side, 283.4 feet east of Second avenue, sold subject to mortgage amounting, with interest, to $9,200. for, including this sum, $9,700: No. 340 East Forty-second street, north side, 433.4 feet east of Second avenue, sold subject to same conditions as above, for $9,700: No. 340 East Forty-third-street, south side, 383.4 feet east of Second-avenue, sold subject to mortgage and interest amounting to $8,350, for, including this figure, $9,050; No. 342 East Forty-third-street, adjoining above, sold for same price; and No. 346 East Forty-third-street, same side, 433.4 feet east of Second avenue, sold subject to mortgage and interest, amounting to $8,400 for, including this sum, $8,900. Walter L. Cuming, the plaintiff in the legal action, was the purchaser in each instance. The same above property was also sold, at public auction, by order of the trustees, a manufacturing property, located at West Bloomingdale, N. J., on the line of the Midland Railroad, known as the Newbrough Hard Rubber Works, embracing twelve acres of land, with a mill 50 by 300 and 4 stories high, with engine and boiler-house attached, 30 by 70, with chimney 75 feet in height; also a two-story brick house and lot—lots 16.8 by 99.9—situate on the south side of East Forty-second-street, 283 feet east of Second-avenue, containing, more or less, 10,382 feet, the purchaser being Mary L. Goldstein, wife of plaintiff in suit. Joseph McGuire also offered at auction, under a Supreme Court foreclosure decree, Thomas H. Landon, Esq., referee, a four-story brown-stone-front house and lot, (lot 20 feet 6 inches by 100 feet 5 inches,) on the north side of East Forty-second-street, 100 feet west of Fourth-avenue, which was knocked down for $89,000 to A Thomas Smith, but up to the close of business at the Exchange the terms of sale had not been signed, and it is probable that the property will be resold. Thomas H. Landon, Esq., referee, offered at public auction 1,200 lots or eighty acres of land, in plots of from eight to ten acres each, located on the Central-avenue, Westchester County, near White Plains; but only one plot, containing 10 24-100 acres, was sold, to A. A. De Forest, at the rate of $426 per acre. The auctioneer stated that the price realized being deemed too low by the owner of the property, the further sale would be postponed until Wednesday or next week, Nov. 20, in order that capitalists might have an opportunity of visiting the property, which is really a most desirable one, and desirable. No further sales were made. The attendance at the Exchange was large, and in the proceedings of the day considerable interest was manifested. In reference to the suburban sale held at New-York yesterday, by A. H. Muller, Jr., & Bonner, a reporter will be sent to-day to examine the property, which one acre of ground, located at New-Mar, Sec. N. J., advertised for sale by the same firm on Tuesday, Nov. 11, was offered at auction, as noticed, but bid in by one of the trustees in charge of the transaction, at a nominal figure.

To-day, at the Exchange, at auction, long and other valuable real estate will be offered. By Mullen, Wilkins & Co., at a Supreme Court sale, one lot, 25 by 100, situate on the east side of Fifth-avenue, opposite Central Park, 50.5 feet north of Sixty-sixth-street, one of the most valuable pieces of property offered at a public auction at the Exchange for many years. By E. H. Ludlow & Co., at public auction, the premises known as No. 40 West Eighteenth-street, south side, 235 feet east of Sixth-avenue, and about 500 feet west of Fifth-avenue, embracing a lot 25 by 92, with a four-story and basement brick building thereon, 20 by 55, with three-story extension, 25 by 24, suitable for a store, cabinet or carriage manufactory, or any purpose required. Also, at a Supreme Court sale, the store and lot—lot 19.6 by 75.10—No. 74 Jackson-street, east side, seventy-six feet north of Front-street. By order of the referee in an adjourned sale—no Court sale, the store and lot known as No. 66 Front-street, between Old and Counties slips; lot 20.6 by 99.8. By Jam s M. Miller, at a Supreme Court sale, a house and lot on the east side of Second-avenue, 26.5 feet north of Fifty-fifth-street; lot 20 by 65; and at an adjourned Supreme Court sale, by order of the trustees, the store and lot No. 99 Chatham-street; lot 30.2 by 75.

At private contract, Neafie & Andrews, No. 1,531 Third-avenue, report having recently sold a three-story and basement frame house and lot, 21 by 40 by 100.9½, on the north side of Sixty-sixth-street, between Lexington and Fourth avenues, for $10,000. A. D. Walker, Jr., No. 6 Pine-street, also reports having made the following sales of country real estate during the month of October: 127 acres of land near Hasbrouk, N. J., sold for $153,076; 30 acres near Roselle, N. J., sold for $13,000; 20 acres at Millburn, N. J., sold for $20 000, and a house and lot in Elizabeth, for $3,500—total, $186,576.

STOCK TRANSACTIONS.

At a stock sale of minor importance, held at the Exchange, by Mullen, Wilkins & Co., securities as follows were disposed of:

100 shares Dolphin Manufacturing Company, par $50 each, $5 per share.

$50,000 first mortgage six per cent. gold bonds of the White River Railroad Company of the Commonwealth of Massachusetts, due June 1, 1890; coupons June and December, (September sold for cash.

Exchange Sales, Wednesday, Nov. 13, 1872.

NEW-YORK.

By R. P. Farmiloe.

3 three-story and basement h. & b. & h. and l., No. 339 East 42d-st., n. s., 283.4 ft. e. of 2d-av., lot 16.8x100.5.....$9,700

3 three-story and basement h. & b. & h. and l., No. 340 East 42d-st., s. s., 433.4 ft. e. of 2d-av., lot 16.8x100.5.....9,700

3 three-story and basement h. & b. & h. and l., No. 338 East 42d-st., s. s., 283.4 ft. e. of 2d-av., lot 16.8x100.5.....9,650

3 three-story and basement h. & b. & h. and l., No. 342 East 43d-st., s. s., 400 ft. e. of 2d-av., adjoining above, lot same size.....9,000

3 three-story and basement h. & b. & h. and l., No. 346 East 43d-st., s. s., 433.4 ft. e. of 2d-av., lot 16.8x100.5.....8,900

By James M. Miller.

3 three-story brick h. and l., East 42d-st., s. s., 325 ft. e. of 2d-av., lot 16.8x98.9.....$10,250

By Joseph McGuire.

1 four-story h. & b. and l., East 60th-st., n. s., 100 ft. w. of 4th-av., lot 22x100.11, knock down.....$29,000

WEST BLOOMINGDALE, N. J.

By R. P. Farmiloe.

1 one-story mill, 30 by 120, with two-story extension 32x70, water-power and use of land, known as the Newbrough Hard-rubber Works.....$10,100

WHITE PLAINS, WESTCHESTER COUNTY.

By Windes, Sands & Garretson.

1 plot, S. Cantine-av., containing 10 24-100 acres, front on avenue 604 ft., $420 per acre.....$4,200

Recorded Real Estate Transfers.

NEW-YORK.

Tuesday, Nov. 12.

32d-st., s. s., part lots Nos. 69 and 70, C. Bays.

mat, 21.4x92.9.....$16,000

42d-st., n. s., 283.4 ft. e. of 2d-av., 16.8x100.5.....12,000

42d-st., n. s., 433.4 ft. w. of 3d-av., 16.8x100.5, and.....14,000

43d-st., n. s., 316 ft. e. of 2d-av., 100x100.5.....42,000

43d-st., n. s., 283.4 ft. w. of 3d-av., 17.6x100.5.....24,000

43d-st., n. s., 433.4 ft. w. of 3d-av., 16.8x100.5.....14,000

44th-st., s. s., 300 ft. e. of 2d-av., 75x102.2.....14,500

70th-st., n. s., 275 ft. e. of 3d-av., 25x102.2.....18,000

70th-st., n. s., 300.5 ft. w. of 4th-av., 18.8x102.2.....20,000

71st-st., n. s., 100 ft. w. of 4th-av., 25x102.2.....8,000

116th-st., n. s., 256.9 ft. e. of 4th-av., 16.8x100.11.....4,000

126th-st., n. s., 237.6 ft. e. of 10th-av., 15.8x106.10.....3,000

128th-st., n. s., 140 ft. w. of 4th-av., 20x101.11.....6,000

Lexington-av., s. s., 75 ft. e. of 36th-st., 25x100.5.....8,000

Lexington-av., s. s., 0.5 ft. n. of 86th-st., 25x102.2.....14,000

Park-av., s. s., 56 ft. e. of 67th-st., 16x70.....10,000

Sherman-av., e. s., 160 ft. w. of Hawthorne-st., 100x.....5,000

Seaman-av., e. s., 100 ft. w. of Kingsbridge-road, 100.....11,000

2d-av., s. e. corner 97th-st., 100x75.....100,000

2d-av., s. e. corner 98th-st., 100x75.....27,180

146th-av., n. w. corner 5/7th-st., centre line thereof, n. to point 149 ft. s. of 20th-st., w. to Hudson River, by s. to centre line 107th-st., by s. to point 149 ft. s. of 20th-st., e. to beginning, and containing 2 422-1000 acres; water-front along whole of above premises.....24,000

CITY REAL ESTATE.

FIRST-CLASS HOUSES FOR SALE—West 34th-st., between 7th and 8th avs., three-story brown-stone fronts.

West 36th-st., between 8th and 9th avs., four-story brown-stone Garman basement.

Mill-st., between Park and Lexington avs., four-story brown-stone.

East 40th-st., between Park and Lexington avs., three-story brown-stone; $38,000.

West 44th-st., between 5th and 6th avs., four-story brown-stone.

West 45th-st., between Madison and 5th avs., four-story brown-stone.

West 46th-st., between 5th and 6th avs., four-story brown-stone.

West 46th-st., between Madison and 5th avs., four-story brown-stone.

Lot on Lexington-av., between 5th and Madison avs., four-story brown-stone.

Also houses for sale on 5th, Madison, Lexington and Park-aves. Valuable business property in various locations. Houses lots on 5th-av., the Boulevards and other choice situations. Apply to

MULLEN, WILKINS & CO.,
No. 7 Pine-st.
Branch office No. 33 East 17th-st., (Union-square.)

FOR SALE—SEVEN-STORY BROWN-STONE FRONT, between Madison and 5th avs., a first-class four-story brown-stone house, elegantly frescoed and in good order, with carpets, mirrors, and everything complete.

Apply to MULLEN, WILKINS & CO.,
No. 7 Pine-st.
Branch office, No. 33 East 17th-st., (Union-square.

FOR SALE—$30-ST. NEAR 8TH-AV., AN elegant four-story brown-stone house, twenty-five feet front; finished in hard wood and in perfect order. Apply to MULLEN, WILKINS & CO.,
No. 7 Pine-st.
Branch office, No. 33 East 17th-st., Union-square.

FOR SALE—WEST 47TH-ST., BETWEEN 5th and 6th avs., first-class four-story stone-front high-stoop house, in good order.

Apply to MULLEN, WILKINS & CO.,
No. 7 Pine-st.
Branch office, No. 33 East 17th-st., Union-square.

CITY REAL ESTATE.

FOR SALE—FOUR-STORY AND BASEment dwelling-house, with store, No. 1,146 Third-av., between 65th and 66th sts. Apply to owner on the premises.

FOR SALE OR EXCHANGE FOR CITY LOTS.—Fine brown-stone house, furnished, on Madison-av. Also, a house and lot, No. 38 Pine-st.

FOR SALE—A BRICK STORE ON GROVE-ST., NEAR Seventh-av., with dwelling. Apply at No. 200 West 14th-st.

JAMES S. T. STRANAHAN, No. 44 Pine-st.

COUNTRY REAL ESTATE.

Central N. J. Land Improvement Co.

offer for sale at public auction on the line of the Central Railroad of New Jersey, land in the new

STATION OF MARLBORO,

Monmouth County, 30 miles from the City of New-York. Trains every hour. Ferry to Foot of Cortlandt-street, New-York. Railroad.

Apply at the Office of the Company,
No. 119 Liberty-st.

REAL ESTATE AT AUCTION.

ADRIAN H. MULLER, Auctioneer.

SUPREME COURT SALE
OF
VALUABLE IMPROVED PROPERTY,
On the line of the
NEAR BROADWAY AND 42D-ST.,
and opposite Madison-square.

ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction on TUESDAY, Nov. 19, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway, by order of the Supreme Court, Jamie W. Cairns, referee:

TWENTY-THIRD-STREET—The four-story brown-stone-front house side lot, width 16.8 feet, with feet east of Broadway, No. 22 West 23d-st.

TWENTY-SECOND-STREET—The stable and lot, North side of 23d-st., about 50 feet east of Broadway, and directly in the rear of the 23d-st. property.

ADRIAN H. MULLER, Auctioneer.

SUPREME COURT SALE.—BY ADRIAN H. MULLER, P. R. WILKINS & CO., on THURSDAY, Nov. 14, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway,

ONE FULL-SIZE BUILDING LOT ON
4TH-AV.,
90 FEET NORTH OF 67TH-ST., OPPOSITE
CENTRAL PARK.
SALE PEREMPTORY.

H. A. BOGERT, Referee.

LODI PRINT WORKS—IN BANKRUPTCY.—Assignee's sale at public auction.—Pursuant to an order of the District Court of the United States, for the District of New-Jersey, the undersigned will sell, at public auction, without reserve, to the highest bidder, on WEDNESDAY, the 20th day of November, 1872, at 2 o'clock in the afternoon, on the premises, at Lodi, Bergen County, N. J., the manufacturing property, known as "The Lodi Print Works," comprising all the real estate, fixtures, fixed machinery, water rights, &c., belonging to the Company, unless previously disposed of at private sale.

Terms may be known on application to the undersigned.

NATHAN HORART,
Assignee in bankruptcy of the Lodi Print Works No. 53 Leonard-st., New-York City.

ADRIAN H. MULLER, Auctioneer.

AUCTION SALE OF TWENTY-FOUR plots, near Central-av. and Macomb's Bridge, THURSDAY, Nov. 21, 1872, at 12 o'clock, at the Exchange Sales-rooms, No. 111 Broadway, New-York. This property is beautifully located between Jerome and Webb's avenues, is naturally drained, and overlooks Central-av., only a few minutes' walk from New-York Central and Hudson River Railroad depot, and from Macomb's Bridge and 8th and 7th-av. cars. Full particulars can be had at the office of the auctioneer, ADRIAN H. MULLER, P. R. WILKINS & CO., No. 7 Pine-st., New-York.

DWELLINGS TO LET, FURNISHED.

HOUSES TO RENT, FURNISHED AND UNFURNISHED, on West Washington-square four-story, brown stone.

On University-place, corner of 11th-st., three-story, brick.

On East 9th-st., near 1st-av., four-story, brick.

On West 45th-st., between 5th and 6th avs., four-story, brown-stone, English basement.

On East 12th-st., near 2d-av., four-story, brown-stone.

On East 17th-st., between Irving-place and 3d-av., four-story, brick.

On East 83d-st., near 3d-av., four-story, brown-stone.

On East 8th-av., near 42d-st., four-story, English basement, brick. Apply to

MULLEN, WILKINS & CO., No. 7 Pine-st.
Branch office, No. 33 East 17th-st., Union-square.

TO LET—FURNISHED, FOR THE WINTER, a fir t-class, four-story, high-stoop house, situated on 27th-st., near 5th-av. Rent, $1,000. Possession at once. Apply to HOMER MORGAN, No. 1 Pine-st.

UNFURNISHED.

HOUSE NO. 24 WEST 30TH-ST., NEAR 6TH-AV. Rent No. 110 23d-st. & 6th-av. No. 41 20th-st. & 6th-av. all near 6th-av.; in excellent order.

STORES, &C., TO LET.

OFFICES TO LET
IN
TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.

Apply at TIMES COUNTING-ROOM.

OFFICE ACCOMMODATION ON street-floor, with ample room for the storage of merchandise, suited to a wholesale grocery only; building first class; location, Duane-st., near Broadway. Address MERCHANT, Box No. 130 Times Office.

A COAL AND WOOD YARD, WELL located on west side, with a reliable household of its kind. Address C. H. P., station B.

NEW PUBLICATIONS.

A LONELY LIFE.—A LONELY LIFE. *By J. A. St. John Blythe*, author of "Wise as a Serpent." THE OUTCAST AND OTHER POEMS, *by author of "Beautiful Snow."* MY HERO, *by Mrs. Forrester*, and other New Books are published this day by

T. B. PETERSON & BROTHERS, PHILADELPHIA, and are for sale by all Booksellers and News Agents.

A LONELY LIFE. A LONELY LIFE.

A LONELY LIFE. A charming book for all to read. By J. A. ST. JOHN BLYTHE, author of "Wise as a Serpent." Complete in one large duodecimo volume. Morocco cloth, full gilt back, $2 00.

THE OUTCAST AND OTHER POEMS. By J. W. WATSON, author of "Beautiful Snow." Complete in one large octavo volume, uniform with "Beautiful Snow," being printed on the finest tinted plate paper, and bound in green morocco cloth, with gilt top, gilt sides, and bevelled boards. Price $3, or bound in maroon morocco cloth, with full gilt sides, full gilt edges, full gilt back, and bevelled boards. Price, $5.

NEW BOOKS JUST PUBLISHED.

A Lonely Life.....By J. A. St. John Blythe.....$1 75
The Outcast and Other Poems.....By J. W. Watson.....2 00
Beautiful Snow and Other Poems.....By J. W. Watson.....3 00
Cruikshank's Humorous and Comic Illustrations.....2 00
Wise as a Serpent.....By J. A. St. John Blythe.....1 75
Within the Maze; or, Lady Adelaide's Trial.....By Mrs. Henry Wood. Price $1 from paper or cloth.....1 75
The Queen's Secret.....By G. W. M. Reynolds.....1 75
The Adventures of a Marquis.....By Alex. Dumas; also of Grant and Wilson, to come in paper or cloth.....1 00
Wild Oats; Sketches from Life.....By Mrs. Forrester.....1 75
My Hero.....By Mrs. Forrester.....1 75
The Reigning Belle.....By Mrs. Ann S. Stephens.....1 75
A Noble Life.....By Miss Emma D. E. N. Southworth.....1 75
The Lost Heir of Linlithgow.....By Mrs. Southworth.....1 75
Old Cookery Book and Housekeeper's Assistant.....By Mrs. Hull.....1 75
Will Data Book; Almanac, Memorandum, and Expense Book.....1 25
Will be issued Nov. 1st, 1872.....By Elizabeth A. Dupuy.....1 75
Francatelli's Modern Cook. With 85 Illustrations.....3 00

*** Above Books are for sale by all Booksellers, or will be sent, postpaid, on receipt of price by the publishers.

T. B. PETERSON & BROTHERS,
No. 306 Chestnut-st., Philadelphia, Penn.

PARALYSIS AND OTHER NERVOUS diseases, cured by Dr. Taylor's method. Dr. G. H. Taylor's book, explaining treatment, &c., may be obtained of G. H. WARING, Publisher, No. 192 Broadway. Price $1.

VISIT SOMERVILLE ART GALLERY.—Free Exhibition every NIGHT. Portraiture one ancient head.

SITUATIONS WANTED.

FEMALES.

A DVERTISER WANTS AN ORDER FOR THE NEW-YORK TIMES.

At one of Times Up-Town Office.

NO EXTRA CHARGE WHATEVER.

AT THE SERVANTS' INSTITUTE, No. 437 6th-av., bet. 26th and 27th sts., Upstairs. Private parlors for employers. Select family help. Office fee, 62½, which must in every instance be paid before any servants are sent. Every City order guaranteed to be filled within seven days' desire.

AT THE NORMAL—CALIFORNIA and New-York Employment Exchange. The oldest, lower down-town, constantly on hand a carefully selected assortment of competent, strictly reliable German, English, Dutch, Swedish and Irish help, both male and female; references investigated.

AN AMERICAN LADY WISHES AN engagement as teacher, lady's companion, or attendant; would assist in house-keeping if desired; references exchanged. Address stating requirements, Employment Station C.

AT HOOKER'S, NO. 330 THIRD-ST., Astoria, wanted for a large number of private families and other places, first-class cooks, waiter-girls, laundresses, tidy's maids, seamstresses, house-workers, young girls, and those lately landed.

AT FELTON & CO.'S, NO. 645 6TH-av., near 39th-st., (formerly with Bedell,) desirable servants of all kinds can find excellent places. City and country.

A DRESS-MAKER, THAT UNDERSTANDS her business, wishes the work of a few ladies to go out by the day to cut and fit or take the work home. Call at No. 443 6th-av.

A LADY WOULD LIKE COPYING at her residence by the day. Address COPYIST, Box No. 206 Times West-side Office, 308 West 23d-st.

COOK—CHAMBER-MAID AND WAITRESS.—By two industrious American Protestant girls, situations in a private family, boarding-house or restaurant; cook understands meats, vegetables, pastry, &c.; chamber-maid is thorough and competent. For references and particulars apply at No. 128 6th-av., over drug-store.

COOK.—A FIRST-CLASS COOK FOR A gentleman's family; can bone and lard; makes all kinds of soups, sauces, dessert, pastry, &c.; also bread, rolls, &c.; understands fish, game, meats, &c.; has the best of City references that will bear strictest investigation. Inquire for E. T., at No. 109 West 34th-st., near Broadway.

COOK.—BY AN AMERICAN PROTESTANT woman, who is a first-class cook; can be highly recommended; would make bread, cake and biscuit; makes no objections; reliable references for character and ability. Inquire for H. D., at No. 109 West 34th-st., near Broadway.

COOK.—BY A YOUNG GIRL, FRESH FROM a Pennsylvania farm, strong, clean and willing; a good cook; can wash and iron; and (no mistake) in a good private family, to do house-work; chamber-work, or to take care of children. Apply at once, No. 457 6th-av., between 30th and 27th sts., upstairs.

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AT HOOKER'S, NO. 330 THIRD-AV

SHIPPING.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL.

Dublin Fare, $60.

UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS sailing from New-York or SATURDAYS from Pier [illegible] every alternate SATURDAY, as follows:

OCEANIC.....SATURDAY, Nov. 16, at 4 P. M.
ADRIATIC.....SATURDAY, Nov. 30, at 4 P. M.
BALTIC.....SATURDAY, Dec. 7, at 9 A. M.
ATLANTIC.....SATURDAY, Dec. 14, at 4 P. M.
CELTIC.....SATURDAY, Dec. 21, at 9 A. M.

From Pier 45, North River, foot Beach-st., New-York City.

RATES OF PASSAGE.

SAFETY, SPEED AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms on MIDSHIP section, where least motion is felt.

Surgeon and Stewardess carried. Only White Star Line with Dispensary and Stewardess.

Rates—Saloon, $80, gold; steerage, $30, currency. These rates include wine for dinner on the old country; can now obtain storage prepaid certificates, $30, currency.

Passengers booked to or from all parts of America, de Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For further information apply at the Company's office, No. 29 Broadway, New-York.

J. H. SPARKS, Agent.

Reduction in Passage Rates.

ANCHOR LINE.

EXPRESS PASSENGER STEAMERS SAIL FROM NEW-YORK EVERY SATURDAY AND ALTERNATE WEDNESDAY.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden or Denmark, and America as easily, speedily, comfortably and cheaply as by any other route or line.

THE NEW DEPARTURES.

SATURDAY STEAMERS.		WEDNESDAY STEAMERS.	
Anchoria	Nov. 16	Europa	Nov. 27
Victoria	Nov. 23	Transatlantic	Dec. 4
Ramona	Nov. 30	Trinacria	Dec. 11
Anglia	Dec. 7	Devonia	Dec. 18
Italia	Dec. 14	Caledonia	Jan. 1
California	Dec. 21	Victoria	Jan. 8

At noon, from Pier No. 20 North River, New-York. Currency rates of passage to Liverpool, Glasgow or Derry, by Wednesday's steamers, $60 to $80; by Saturday's steamers, $70 to $100. Return tickets, $120; intermediate, $45; steerage, $30. Certificates at low rates, can be bought here by those wishing to send for their friends.

Apply at the Company's offices to

HENDERSON BROTHERS, No. 7 Bowling-green.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK. FROM QUEENSTOWN.
Celestia, Wednesday, Nov. 13 | Algeria, Saturday, Nov. 23
Russia, Saturday, Nov. 23 | Cuba, Wednesday, Nov. 27
Algeria, Wednesday, Dec. 4 | Java, Saturday, Dec. 7
Java, Saturday, Dec. 14 | Russia, Wednesday, Dec. 18

And every following WEDNESDAY and SATURDAY, from Pier No. 44 North River.

RATES OF PASSAGE.—Cabin, $80, $100 and $130, gold, according to accommodation. Tickets to Paris, $10, gold, additional. Return tickets on favorable terms. Steerage, $30, currency.

Steerage tickets from Liverpool and Queenstown, and all parts of Europe, at lowest rates. Through bills of lading given for Ireland, Glasgow, Havre, Antwerp, with railway connection on the Continent and Mediterranean ports. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green; for steerage passage, at No. 29 Broadway, New-York.

THOS. G. HANDASYDE, Agent.

NATIONAL LINE

OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.

FORTNIGHTLY TO AND FROM LONDON DIRECT.

From Piers Nos. 43 and 44 North River.

TO QUEENSTOWN AND LIVERPOOL.

CASPIAN.....Wednesday, Nov. 13, at 10 A. M.
GREECE, Captain.....Saturday, Nov. 30, at 10 A. M.
EGYPT, Captain.....Saturday, Nov. 30, at 3½ P. M.

TO LONDON DIRECT.

DENMARK, Captain.....Saturday, Nov. 16, at 3 P. M.
HOLLAND, Captain.....Wednesday, Nov. 27, at 3 P. M.

These steam-ships are

THE LARGEST IN THE TRADE.

Cabin passage.....$75 and $80, currency
Steerage passage.....$30, currency
Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow or London, $32, currency.

For further information apply at the Company's office, No. 69 Broadway.

J. W. J. HURST, Manager.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF LIMERICK.....Thursday, Nov. 14, 2 P. M.
CITY OF PARIS.....Saturday, Nov. 16, 2 P. M.
CITY OF BRISTOL.....Saturday, Nov. 21, 10 A. M.
CITY OF LONDON.....Saturday, Nov. 23, 11 A. M.
CITY OF NEW-YORK.....Saturday, Nov. 30, 2 P. M.
CITY OF BROOKLYN.....Saturday, Dec. 7, 11 A. M.

And every following SATURDAY and THURSDAY, from Pier 46 North River.

RATES OF PASSAGE.

Payable in Gold.		Payable in Currency.	
First cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	100	To Paris	40

Passengers also forwarded to Havre, Hamburg, Sweden, Norway and Denmark, at reduced rates.

Through bills of lading given for shipments of goods to Havre and Antwerp.

Drafts issued at lowest rates.

For all information, apply at the Company's office,

JOHN G. DALE, Agent,
No. 15 Broadway, New-York.

ANCHOR LINE.

Mediterranean Service.

NEW-YORK TO GIBRALTAR AND GENOA, DIRECT.

The first-class new and powerful iron screw steam-ship

NAPOLI,

will sail from New-York SATURDAY, Nov. 23, to be followed by other steamers of the line at regular fortnightly intervals. These steamers have very superior cabin accommodation, and passengers can be booked through to any port in the Mediterranean.

For rates of passage and all further information apply to Company's office, No. 7 Bowling-green.

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ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

ST. LAURENT.....LEMAIRE.....Saturday, Nov. 16
VILLE DE PARIS.....SURGET.....Saturday, Nov. 30
WASHINGTON.....ROUSSE.....Saturday, Dec. 14

PRICE OF PASSAGE IN GOLD (including wine), TO BREST OR HAVRE.

First cabin.....$100 | Second Cabin.....$70

These steamers do not carry steerage passengers.

For freight or passage apply to the Agents of the Company at Havre, or taking the steamers of this line, avoid both transit by English railway and the additional risk of crossing the Channel, besides saving time, trouble and expense.

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FOR LIVERPOOL.

(VIA QUEENSTOWN.)

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will despatch one of their powerful steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY,

as follows:

MINNESOTA, Capt. T. H. FREEMAN, Nov. 27, at 2½ P. M.
NEVADA, Capt. FORSYTH.....Nov. 27, at 2½ P. M.
WYOMING, Capt. NICOLL.....Dec. 4, at 9 A. M.
IDAHO, Capt. MORGAN.....Dec. 11, at 2½ P. M.
NEW-ENGLAND, Capt. DUTTON.....Dec. 18, at 9 A. M.
MANHATTAN, Capt. Jos. FRICH.....Dec. 25, at 12 M.

Cabin passage, $80, gold.
Steerage passage, $30, currency.
For freight or passage (which is now low), apply to
WILLIAM INMAN, Agent,
No. 15 Broadway, New-York.

RED STAR LINE TO ANTWERP.

NEW-YORK TO

DEMERARA.

CALLING AT ST. THOMAS AND BARBADOES.

TO LAND MAILS AND PASSENGERS.

THE NEW AND FAVORITE IRON SCREW STEAMSHIP

ST. THOMAS,

Capt. [illegible], will leave for the above ports on SATURDAY, Nov. 16, at 3 P. M., from Pier No. 46 North River, foot Morris-st.

For freight or passage apply to

J. W. DOUGLAS, Superintendent.

FOR ST. THOMAS AND HAVANA.

UNITED STATES AND HAVANA STEAMSHIP COMPANY.

REGULAR MAIL STEAMSHIP between the Company's wharf, foot of Wall-st., East River, and Havana, touching at St. Thomas.

The steamship MERRIMAC will leave for the above ports on SATURDAY, Nov. 23, at 2 P. M.

For freight or passage apply to

WM. R. GARRISON, Agent,
No. 5 Bowling-green.

NOTICE TO TRAVELERS.

Travelers are cautioned against persons representing themselves as runners for the Company, who are not authorized to receive passengers or baggage. Passengers will be required to see that their tickets are countersigned by the Company's agent at the office where they are issued, before leaving the dock, and to satisfy themselves that their baggage is checked to the port to which they intend to go. Passengers will also be required to see that their baggage is delivered to the Company's baggage-master at the dock, and to obtain checks for the same. The Company will not be responsible for baggage unless these regulations are complied with.

WM. R. GARRISON, Agent,
No. 5 Bowling-green.

SHIPPING.

THE GREAT SOUTHERN

FREIGHT AND PASSENGER LINE

FOR CHARLESTON, S. C., FERNANDINA AND THE SOUTH AND SOUTH-WEST.

Sailings every TUESDAY, THURSDAY and SATURDAY. From Pier No. 4 North River, foot of Morris-st.

CHARLESTON, Capt. Jas. Berry, Tuesday, Nov. 19.
SOUTH CAROLINA, Capt. J. T. Brooks, Thursday, Nov. 21.
[illegible], Capt. R. W. Lowndes, Saturday, Nov. 23.

Freight taken at low rates. Passage, $20. Through bills of lading furnished and insurance effected on cotton via the South Carolina Railroad to all points South and South-west. Cotton via the Northeastern Railroad to Florence, Cheraw, and all points on the Carolina Central Railroad. Cotton via the Wilmington and Manchester Railroad to Florence, and all points on the Carolina Central Railroad. Insurance by this line ONE-HALF PER CENT. Goods forwarded free of commission. Bills of lading furnished and insured at the office. Special Freight Notice will be given of the sailing of vessels.

For freight (which will be taken at low rates) or further information apply to

HENRY B. MORGAN & CO., Agents,
No. 317 Broadway.

General Agent Great Southern Freight Line.

NO. 317 Broadway.

EXTRA STEAMERS WILL BE DESPATCHED AS SOON AS LOADED.

Entrance on Thomas-st.

FOR SAVANNAH, GA.

THE FLORIDA PORTS,

AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAM-SHIPS

GENERAL BARNES, Capt. [illegible], will leave TUESDAY, Nov. 14, from Pier No. 3 North River, at 3 P. M.

MONTGOMERY, Capt. FAIROLTH, SATURDAY, Nov. 16, from Pier No. 3 North River, at 3 P. M.

For freight or passage apply to

D. LOWDEN, Agent,
No. 13 West-st.

SAN JACINTO, Capt. HAZARD, SATURDAY, Nov. 16, from Pier No. 3 North River, at 3 P. M.

WM. R. GARRISON, Agent,
No. 5 Bowling-green.

VIRGO, Capt. BULKLEY, TUESDAY, Nov. 19, from Pier No. 16 East River, at 3 P. M.

MURRAY, FERRIS & CO., Agents,
No. 6 South-st.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A. G. & G. R. R., No. 229 Broadway.

GEORGE HINDS, Agent C. R. R., No. 409 Broadway.

PACIFIC MAIL STEAMSHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN AND CHINA,

VIA PANAMA.

CARRYING MAILS, PASSENGERS AND FREIGHT TO

ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN AND PACIFIC PORTS OF MEXICO, CENTRAL AMERICA.

PERU AND CHILI.

Steamers leave wharf, foot of Canal-st., each month, except when dates fall on Sunday, then the day following.

Nov. 16, steamer HENRY CHAS. Capt. C. P. COGGINS, with mails, passengers and freight. Nov. 22 will close mail for Aspinwall direct, connecting at Aspinwall with steamer MONTANA, Capt. CONNOLLY, touching at Acapulco, Manzanillo, Champerico, Port La Libertad and La Union. Also connecting at Panama with all Central American and South Pacific ports. Departures of 10th and 25th each month connect with the Company's steamer, sailing at San Benito Tuxtla, Salina Cruz and Port Angel. Nov. 22 will close mail for ports reached until 4 P. M.

Steamer JAPAN will leave San Francisco Nov. 30, 1872, for Japan and China. For rates of passage, freights, &c., apply at the office of the Company, 319 Sansome-st., San Francisco.

Company's office on the pier, foot of Canal-st.

F. R. BABY, Agent.

UNITED STATES MAIL TO HAVANA.

ATLANTIC MAIL STEAM-SHIP COMPANY, sailing regularly every THURSDAY at 3 o'clock P. M. precisely, from Pier No. 4 North River.

MORRO CASTLE, Capt. T. H. MORTON, 4th inst.
CRESCENT CITY, Capt. T. S. CURTIS, Nov. 21.
COLUMBIA, Capt. C. D. COFFIN, 28th inst.
Nov. 28.

For freight or passage, apply to

A. W. DIMOCK, President,
No. 5 Bowling-green.

DIRECT LINE TO HAVANA.

HAVANA, PROGRESSO AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line, leaving Pier 3 N. R., foot of Morris-st. Steamer for HAVANA, CITY OF MEXICO, Steamer.....Mon., Nov. 18
CITY OF HAVANA, Havana only.....Sat., Nov. 23
CLEOPATRA, Philinet (Havana only).....Sat., Nov. 30
CITY OF MERIDA, Progresso.....Sat., Dec. 7

For freight or passage apply to

E. H. CROSBY & CO., Agents, No. 22 Broadway.

FOR NASSAU, N. P.

CARRYING THE ROYAL MAILS.

Atlantic Mail Steam-ship Company's steamer MORRO CASTLE, Capt. T. H. MORTON, will sail on THURSDAY, Nov. 14, at 3 o'clock P. M., precisely, from Pier No. 4 North River.

For freight or passage apply to

D. LOWDEN, Agent,
No. 5 Bowling-green.

RAILROADS.

LONG ISLAND RAILROAD.

COMMENCING

On and after MONDAY, Oct. 21, 1872, trains will leave Hunter's Point as follows:

8:00 A. M., Greenport Mail.
11:00 A. M., Northport, Locust Valley and Hempstead.
1:30 P. M., Jamaica Express.
†3:30 P. M., Riverhead Express.
5:20 P. M., Sag Harbor Express.
*5:30 P. M., Locust Valley and Hempstead Express.
8:30 P. M., Northport, Locust Valley and Hempstead Express.
*7:30 P. M., Hempstead Express.
9:15 P. M., Greenport, Locust Valley and Hempstead way.

†Runs to Greenport on Saturdays only. *Stops at Newtown and Woodhaven on signal.

Passengers for New-York leave Fulton ferry, foot of Montague-st., 10 minutes and 40 minutes, and 5:00 P. M., East River, 15 minutes earlier than at Hunter's Point.

SUNDAY TRAINS.—For Greenport, Northport, Roslyn, Glen Head, Glen Cove and Locust Valley, leave Brooklyn, Fulton ferry, at 8:30 A. M. and 5:00 P. M. Jamaica, leave Montauk's at 9:00 A. M. and 5:00 P. M. Locust Valley at 9:10 A. M. and 5:25 P. M. Glen Cove at 9:30 A. M. and 5:45 P. M. Glen Head at 9:40 A. M. and 5:55 P. M. Roslyn at 9:55 A. M. and 6:00 P. M.

TO FAR ROCKAWAY.

Leave Hunter's Point at 9 A. M. and 4:30 P. M.

Returning, leave Far Rockaway at 9:55 A. M. and 4:50 P. M.

TRAINS TO FAR ROCKAWAY, VIA EAST NEW-YORK.

Leave East New-York at 8:00 A. M. and 4:40 P. M.

Returning, leave Far Rockaway (or East New-York) at 7:30 A. M. and 4:20 P. M.

SUNDAY TRAINS TO FAR ROCKAWAY.

Leave East New-York, New-York, at 9:15 A. M. and 5:05 P. M.

Returning, leave Far Rockaway for Hunter's Point at 9:55 A. M. and 5:50 P. M.

Returning, leave Far Rockaway for East New-York at 9:50 A. M. and 5 P. M.

EXCURSION TICKETS TO FAR ROCKAWAY, GOOD FOR THE ROUND TRIP ON THE DAY SOLD, 75 CENTS EACH.

JOHN R. MORFORD, Superintendent.

NEW-YORK, MIDLAND AND ERIE RAILWAY.—WINTER ARRANGEMENT. Taking effect Nov. 8, 1872. Trains leave foot of Cortlandt and Dey-sts. as follows:

For Middletown, Port Jervis, Monroe, Dundee Lake, Marion, Florida, Warwick and Monroe—7, 10:30 A. M., 1, 4:30, 6:10, 8:30 P. M.

For Otisville—7, 10:30 A. M., 1, 4:30 P. M.

For Goshen—7, 10:30 A. M., 1, 4:30 P. M.

For Newburgh, Fishkill, Poughkeepsie and Matteawan—7, 9:10, 10:30 A. M., 1, 4:30, 6:10, 8:30 P. M.

For Chester—7, 9:10, 10:30 A. M., 1, 4:30, 6:10, 8:30 P. M.

For Piermont—7, 9:10, 10:30 A. M., 1, 3:30, 4:30, 6:10, 8:30 P. M.

For Nyack—7, 9:10, 10:30 A. M., 1, 3:30, 4:30, 6:10, 8:30 P. M.

For Tuxedo—7, 10:30 A. M., 1, 4:30 P. M.

For Port Jervis—7, 10:30 A. M., 1, 4:30, 8:30 P. M.

For Warwick, Pompton and Montvale Junction—7, 9:10, 10:30 A. M., 1, 4:30, 6:10, 8:30 P. M.

For Oakland, Bloomingburg, and West Bloomingburg—7, 10:30 A. M., 1, 4:30 P. M.

For Sparrowbush, Shawangunk and Oak Hill—7, 10:30 A. M., 1, 4:30 P. M.

For Middletown, Unionville and Goshen—7, 10:30 A. M., 1, 4:30 P. M.

For New-Hampton, Slate Ford, Franklin, Sussex and Branchville—7, 10:30 A. M., 1, 4:30 P. M.

For Greenwood Lake, Warwick and Unionville—7, 9 A. M., 1:30 and 4:30 P. M.

For Middletown, Pine Bush, Bloomingburg, Wurtsboro, Liberty, Callicoon and Honesdale—7, 10:30 A. M., 1, 4:30 P. M.

Returning leave Honesdale, 7:45 A. M.; 2:30 P. M.; Callicoon, 8:45 A. M.; 3:30 P. M.; Liberty, 9:45 A. M.; 4:30 P. M.; Wurtsboro, 10:00 A. M.; 4:45 P. M.; Bloomingburg, 10:15 A. M.; 5:00 P. M.; Middletown, 10:45 A. M.; 5:30 P. M.; Otisville, 11:00 A. M.; 5:45 P. M.; Goshen, 11:30 A. M.; 6:15 P. M.; Monroe, 11:45 A. M.; 6:30 P. M.; Warwick, 12:00 M.; 6:45 P. M.; Pompton, 12:30 P. M.; 7:15 P. M.; Paterson, 1:00 P. M.; 7:45 P. M.; Hackensack, 1:15 P. M.; 8:00 P. M.; Nyack, 1:45 P. M.; 8:15 P. M.; Piermont, 2:00 P. M.; 8:30 P. M.

W. H. WALLACE, Superintendent.

† To Middletown only. ‡ Does not stop at Lodi.

NEW-YORK CENTRAL & HUDSON RIVER RAILROAD.

COMMENCING Monday, Nov. 4, 1872. Through Trains will leave Grand Central Depot as follows:

8:00 A. M., Chicago and Montreal Express, with drawing-room cars to Buffalo and Niagara Falls.

10:30 A. M., Special Chicago Express, with drawing-room cars to Buffalo and Niagara Falls.

12:00 M., Special Express for Albany only.

4:00 P. M., Montreal Express, with sleeping-cars for Montreal and Ogdensburg.

5:30 P. M., Express daily, with sleeping-cars for Watertown and Ogdensburg.

6:30 P. M., Special Express, with drawing-room cars for Buffalo and Niagara Falls, also for Chicago via L. S. and M. S. and C. R. I. & P. R. R. This train runs on Sundays.

11:00 P. M., Express, with sleeping-cars for Albany and Troy.

H. H. RUTHERFORD, Superintendent Eastern Division.

MARBLE MANTELS.

A large assortment of elegant designs; slate work of every description; marble and marbleized mantels; superior workmanship. T. E. STEWART & CO., No. 220 and 222 West 23d-st., near 7th-av.

S. SLADE & CO.—MARBLE WORKS, No. 458 West 52d-st., between Broadway and 8th-av. Marble and marbleized mantels; monuments of superior workmanship at very low prices.

INSTRUCTION.

Mount Washington Collegiate Institute,

NO. 49 WASHINGTON-SQUARE (SOUTH).

DR. VAN NORMAN'S

BOARDING AND DAY SCHOOL FOR YOUNG LADIES AND CHILDREN, No. 49 Washington-sq. (South). The next session will commence on Thursday, Sept. 5. Circulars may be obtained at the house.

CHARLIER INSTITUTE

FOR BOYS & YOUNG GENTLEMEN.

BOARDING AND DAY SCHOOL.

Nos. 109 and 108 West 59th-st.

REMOVAL.

MRS. SYLVANUS REED'S English, French and German Boarding and day School for YOUNG LADIES AND CHILDREN, removed the 1st of October, 1872, to her new buildings, 27 and 29 West 45th-st.

NOS. 5 AND 5 EAST 3RD-ST., near Central Park, 59th-st., New-York.

HIGH STANDARD.

ENGLISH AND FRENCH Boarding and Day School for Young Ladies and Children, No. 49 West 16th-st., will reopen Thursday, Sept. 26. Application may be made by letter or personally, as above. Mrs. and Miss STEBBINS, Principals. Miss FOOTE, Teacher in Historical Readings, Literature, &c., and classes in French Conversation and Languages, with native teachers. Dec. 12.

MRS. JOHN V. N. SLEECKER'S

FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES AND CHILDREN, No. 41 West 14th-st., near Central Park.

MRS. JOHNSON AND MISS ABY English and French Boarding and Day School for Young Ladies and Children, No. 13 East 31st-st., between 5th and Madison-avs.

DR. BESTHES' FRENCH, ENGLISH, classical and mathematical school opens Sept. 16, at No. 103 East 42d-st. Prospectus at LOCK WOOD'S, No. 512 Broadway.

MRS. L. T. BENEDICT'S ENGLISH, French and German Boarding and Day School for young ladies, reopens Oct. 1. No. 7 East 45th-st.

BENDAN'S SCHOOL, 126 WEST 41ST-ST.—Classics, English, German, French, Mathematics, Primary; highest years' experience; limited number.

G. HAMILTON'S ENGLISH, CLASSICAL and Mathematical School, No. 781 6th-av., between 44th and 45th sts.

GERMAN PRIVATELY TAUGHT BY DR. BENDAN, late of the University, at 126 West 41; prepares for College.

A WILLIAMSTOWN FAMILY SCHOOL for boys, at Hoffman's, Washington County, N.Y. will begin Nov. 1.

VISITORS WELCOME ART GALLERY.—Free Exhibition every NIGHT. Particulars see auction head.

MILITARY BOARDING SCHOOL, WHITE Plains, N.Y. Principal O. S. WILLIS, Ph. D.

FOR BOYS—SUPERIOR ADVANTAGES AT Riverview Academy, Poughkeepsie, N. Y.

MISS F. S. PRIEST WILL REOPEN her school, 220 East 19th-st., MONDAY, Sept. 23.

TEACHERS.

AN EXPERIENCED CLASSICAL and mathematical teacher, scholar and gold medalist of foreign university, desires employment, for college or Academy. City reference. Address TUTOR, Box 29 Times Office.

NO. 64 IRVING-PLACE.—A PRIMARY governess, or as companion to an aged or invalid lady. Can be seen from 10 to 12 at the Ladies' Christian Association, or address as above.

A LADY DESIRES TO TEACH PART of each day, in some school, or would take private pupils; best references given. Address TEACHER, Box No. 800 Times West-side Office, 308 West 23d-st.

LEGAL NOTICES.

ATHERTON, MARY A. ET AL., New-York Supreme Court.—WILLIAM P. BUCKHOUT, JR., as special administrator, &c., of John Armstrong, deceased, plaintiff, against ALEXANDER ARMSTRONG, late of said deceased, and JOHN A. ARMLUNG, defendant. Summons for relief.

To the defendants:

You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscribers at their office, No. 191 Broadway, in the City of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid the plaintiff in this action will apply to the Court for the relief demanded in the said complaint. Dated Oct. 22, 1872.

HANGS & MONTE, Attorneys for Plaintiff.

The complaint in this action will be filed in the office of the Clerk of the City and County of New-York, at the Court-house in said City and County of New-York, on the 25th day of October, 1872.

HANGS & MONTE.

SUPREME COURT.—WILLIAM G. STERLING and SARAH E. VANDERVEER, executors, &c., of Van Cleve Vanderveer, deceased, plaintiffs, against Wm. Sterling, Sarah Sterling and Wm. Sterling, Jr., executors of Wm. Sterling, deceased, Wm. Sterling, Jr., Sarah Sterling and Wm. Sterling, Jr., executors of Sarah Sterling, deceased, Wm. Sterling, Jr., Sarah Sterling and Wm. Sterling, Jr., executors of Wm.

NEW-YORK AND SUBURBAN NEWS.

NEW-YORK.

Dr. Ludwig Beschner will lecture this evening before the Paletz Artists' Association on the subject of "Brain and Soul."

Secretary Boutwell made his usual weekly purchase of bonds yesterday, there seeming to be no reason, in the buoyant state of the market, for a larger purchase.

The Germania, from Hamburg, landed 1,300 emigrant passengers at Castle Garden yesterday; the Wisconsin, from Liverpool, 283, and the Canada, 343.

Henry W. Hoeter, a defaulting clerk of Lord & Taylor's, was arrested yesterday by a Deputy Sheriff, and held in default of $10,000 bail.

A fire occurred yesterday afternoon in the apartments of Samuel Goldmen, on the first floor of No. 119 Henry-street, causing $200 damage to building and contents.

The fines imposed upon delinquent members of the Police force during last month amounted to 439 days' pay, or $1,603 17, being a decrease of sixty-three days, or $205 23 from the previous month.

Thomas Donnelly, of No. 223 East Twenty-seventh-street, fell down-stairs at his residence on the 4th inst., and received injuries which resulted in his death at Bellevue Hospital yesterday.

Charles W. Hovey, a Boston merchant, was arrested on a bench-warrant yesterday, charged with obtaining liquors from Cummings & Co., of Cortlandt-street, under false pretences. He was held in $5,000 bail to answer.

On the 6th inst. James Fray, aged forty-one, of No. 123 Charlton-street, accidentally fell into the hold of the steamer City of Antwerp, at Pier No. 45 North River, and was so badly injured that he died, yesterday, at Bellevue Hospital.

Superintendent Thorne, of the Street-Cleaning Bureau, reports that during the week ending the 9th inst. 123 miles of streets were cleaned, and 13,370 loads of ashes, 1,000 of sand, and 9,468 loads of dirt and sweepings were removed from the City, at a cost of $8,634 62.

August Hartz, a German, twenty years of age, died at Bellevue Hospital, yesterday, from a fracture of the skull received on the 22d ult., by being struck on the head by a brick which fell a distance of seventy feet, from the upper stories of a building at which he was at work in Astoria, Long Island.

The Young Men's Republican Glee Club of the Eleventh Assembly District proposes to tender to David E. Mallah, Congressman-elect from the Ninth District, a vocal serenade at his residence, No. 308 West Fifty-second-street, near Eighth-avenue, this (Thursday) evening at 9 o'clock.

At Jefferson Market Police Court yesterday, before Justice Lewis, a tailor named Anthony Rintzel, of No. 1,434 Broadway, was fined $10 and ordered to find bail for good behavior, for having locked up in his store a girl named named Philetus Stephens, residing at No. 218 West Thirty-fourth-street, who refused to take a pair of badly-made pantaloons.

William J. McCann and Edward Mallon, members of the notorious Nineteenth-street gang, were committed for trial by Justice Lewis, at Jefferson Market Police Court, yesterday, on a charge of having snatched a pocket-book containing $7 from Mary Tierney, of No. 48 East Twenty-first-street, while she lady was walking on Nineteenth-street.

John Davis, a young pickpocket, was arrested, yesterday, by Detectives Tilley and Heidelberg, of the Central Office, who detected him in the act of relieving Mr. Theodore Place, of No. 97 Chambers-street, of his gold watch and chain while he was standing in a crowd at the corner of Warren-street and Broadway. Davis is locked up at Police Head-quarters.

BROOKLYN.

A kerosene lamp exploded at No. 327 Adams-street, Tuesday night, causing considerable damage to the furniture in the room.

The Board of Canvassers are progressing with the counting of the county vote. Only a few slight errors have thus far been detected.

Officer Ignats Goetz, of the Third Precinct, was dismissed from the force, yesterday, for intoxication and absence from post.

The United States District Court commenced its session yesterday, Judge Benedict presiding. No cases will be tried before next Monday.

Adolphe Biaggi, whose suicide was reported in yesterday's TIMES, was a clerk employed in the commission house of Mr. Merring, No. 113 Water-street, New-York.

Michael Murray, a junk dealer in Conover-street, has been arrested on suspicion of being a receiver of stolen goods, a quantity of which were found in his possession.

At 3 o'clock, yesterday morning, Annie Raive, aged sixteen years, had her arm badly mangled by being caught in the machinery of the paper factory, at the foot of Dikeman-street.

The Coroner's jury in the case of Paul Maller, the Williamsburg lawyer, who shot himself Tuesday morning, returned a verdict yesterday of suicide during a fit of temporary insanity.

The financial statement of the Park Commissioners for the month of October, 1872, shows: Receipts, $57,509 36, including cash balance on hand Oct. 1, $5 on hand Oct. 1. Expenditure, $49,171 46, of which $9,211 26 was for maintenance and $39,959 53 was for construction.

The number of deaths reported in Brooklyn for the past week was 176, to wit: 96 males and 98 females. Among the principal causes were consumption 33; pneumonia, 21; disease of brain, 16; diphtheria, 10; convulsions, 10; croup, 9; heart disease, 8; small-pox, 5.

The suit of M. D. Messenger vs. Walter Carr, to recover damages for false imprisonment, was tried in the Circuit Court, before Judge Barnard, yesterday. The jury will return a sealed verdict this morning, provided they have agreed.

On Tuesday night Mary Appleby, aged fifty years, while intoxicated fell in Columbia-street, near Warren-street, her head striking heavily on the flagging, inflicting injuries which are supposed to be of a fatal character. She was taken to Long Island College Hospital.

The case of Roundsman Clarence Beecher, of the Eighth Precinct, indicted in the Court of Sessions for shooting John Long in the leg during an affray between Long and the officer, in a vacant lot on Gowanus, on the night of the 25th of May, was tried yesterday, the jury retiring in a late hour in the evening.

Thomas Casey, aged nineteen years, a driver for Young's Express, was arrested at 12 o'clock Tuesday night, charged with abstracting about $100 worth of female wearing apparel from a trunk which was delivered to him to be taken from No. 134 North Portland-avenue to No. 218 Union-street.

The Committee on Rules and Election Returns, of the Board of Aldermen, continued their work yesterday of canvassing the city vote. Some of the returns exhibit gross ignorance of their duties on the part of the clerks. This was especially the case with the returns from the First, Third, Fourth and Sixth Districts of the Second Ward.

In the suit of Jay Cooke and others against Henry L. Gill and others, in the Supreme Court, motion was made yesterday morning to dissolve an order of attachment for contempt of Court, heretofore issued against Henry Clews, one of the defendants, for an alleged refusal to pay over to a receiver the sum of $7,500, the subject of the suit. Decision reserved.

A general order is being prepared by the Police Board, under the act of Legislature of May 1, 1872, requiring all parties intending to parade through the streets of this City, to notify the Chief of Police of the route they intend to take, in order that a proper police escort may be furnished. Any disobedience to this order will subject the Captain or Marshal of such procession to arrest. The Board intend to strictly enforce the provisions of the law.

LONG ISLAND.

Charles Jenkins, a brakeman in the employ of the South Side Railroad Company, was crushed to death by a locomotive, on Monday, at Pearsall's station. The remains were brought to Williamsburg, where he resided. The deceased was about twenty years old, and leaves a widow and one child.

The fifty-seventh anniversary of the Long Island Bible Society and annual election of officers was held at Astoria, on Tuesday evening last. John A. Lott was elected President, John A. King Vice-President, Mary Dr. Reed Corresponding Secretary, Gilbert Hewitt, Recording Secretary, and H. Onderdonk, Jr., Treasurer. Reports showing a prosperous condition of the Society were presented. Since the organization of the Society about $61,000 surplus has been paid over to the parent society. Addresses were made by Rev. Mr. Gaisman and Rev. Mr. Wells.

The entertainment given on Tuesday night by the Grant and Wilson Club of Jamaica to the colored Republican voters of that town, (comprising the entire colored population of voting age,) was quite a noteworthy affair. Supper was served at Latham's Hall, and a very large company sat down to it. The supper was made by John M. Crane, Esq., T. J. Cornwell, Esq., Col. Cornwell, Sheriff Haynes, Benjamin Johnson, Esq., and others. The colored club of the town, the members of which were indefatigable workers in behalf of the Republican ticket, numbers some 100 voters, is well organized, and holds its meetings once a month.

STATEN ISLAND.

The authorities of Edgewater have changed the name Gore-street, Stapleton, to that of Broad-street.

The sureties of Peter S. Wendle, late Treasurer of Richmond County, have paid over to the Sheriff the full amount of his indebtedness to the county, amounting to $15,118 98.

Robert Broderick, aged ten years, was accidentally dragged yesterday, by saline from the shore, near Bateau' Grave Harbor. The body was recovered and taken to the parents' residence, on Clove-road.

Yesterday afternoon a fire was discovered in the rear of the premises owned by Mr. William L. Holmes, on Jane-street, near the Newark Fire Department could render any assistance, the building and contents were totally destroyed. The cause of the fire is at present unknown, and the loss will be about $1,000.

WESTCHESTER COUNTY.

The Board of Supervisors, yesterday, elected Mr. F. M. Carpenter Coroner, and Mr. Charles E. Jenness was re-elected Clerk.

Julius J. Lambert and Simon V. Lambert, brothers, whose story of Water Plains was recently discovered, on the 5th, have been arrested, and after an examination before Justice E. F. Ferris, committed to jail to await the action of the Grand Jury on a charge of arson in the first degree, the building in which the crime was committed being also accused as a swallow.

NEW-JERSEY.

The brood silk weavers of Paterson, yesterday, went on a strike, because of the proposed reduction of wages, twenty per cent.

Some unknown person snatched a roll of bills containing $173 from the hands of John Elliott at Bunn's Tavern, in Paterson, on Thursday evening.

Margaret Bois, a young married woman, residing on Columbus Avenue, Union Hill, fell down stairs, yesterday morning, and broke her neck.

The Finance Committee of the Independence Centennial for New-Jersey met yesterday afternoon at the residence of United States Senator Gov. Parker, Gen. Mott, Col. McKeon, Hon. O. Cleveland and others were present.

The Newark Common Council has passed two resolutions directing the execution of the State Superintendent of Buildings as to the large increase in Mansard roofs, and prohibiting permits for the erection of buildings covered by such roofs.

Mr. William Hawkins, a gentleman fifty-four years old, and a member of the well-known jewelry manufacturing firm of Carter, Hawkins & Dodd, eloped last week with Miss Mattie Lynch, a young lady of considerable musical talent, who for two or three years had been very popular with Newark audiences.

The Parent Missionary Society of the Methodist Church will hold its anniversary exercises at St. Paul's Church, Newark, on the second Sunday in December. All the Bishops of the Methodist Church will be present, and the services will be of more than ordinary interest.

The Dover express-train, on the Delaware, Lackawanna and Western Railroad, was passing a train loaded with lumber, on the Newark Meadows, yesterday morning, when some projecting boards smashed the windows of the passenger-cars, and caused considerable damage to the train.

John Lamona, a resident of Jersey City Heights, was before the Police Justice, yesterday, charged by his wife with refusing to support her. The woman swore that she had been nearly starved while he was with her, and that he had recently abandoned her altogether. He was held in $200 bail to answer.

[Advertisement.]

A DOUBLE ATTRACTION.—Knox's splendid assortment of Furs, and his equally attractive stock of Hats of the latest style, for gentlemen, at the store, No. 212 Broadway, the great resort, just now, of the people. Liberal dealing, and the best of goods is the ruling system at Knox's.

MARKETS BY TELEGRAPH.

CHICAGO, N. Y., Nov. 13.—Flour steady and unchanged. Wheat, No. 1 Spring, $1 05; No. 2 Spring, $1 00 for Amber Winter; $1 07 for White Winter; $1 10 for Double Extra. Wheat ($1 06) no sales. Corn steady sales, 1,920 bushels, 31 3/4c. Barley dull; sales, 1,000 bushels at 60c. Oats dull; sales, 4,000 bushels at 21 1/2c. Rye steady at 50c. Barley dull and nominal at 60c. Corn-meal, $1 40 for Bolted, $1 25 for Unbolted, 9 cwt. Mill-feed unchanged; Shorts, $12; Shipstuffs, $10; Middlings, $11, 9 ton. Canal freights dull. Flour, to Buffalo, 3c. to New-York, 40c; hold in boats; Barley, 4 1/2c. to Albany; Lumber unsettled, asking 9c to the Hudson. Railroad Freights.—Flour, to Boston, 70c.; to New-York, 60c. to 65c.; to Albany, 50c.; to Troy, 55c. Receipts—Flour, 5,000 barrels; Corn, 61,000 bushels; Oats, 21,000 bushels; Barley, 1,000; Rye, 1,000; Lumber, Shipments, by Canal—12,000 bushels Wheat; 4,000 bushels Barley; 7,000 bushels Rye; 90,000 feet Lumber.

CHICAGO, Nov. 13.—Flour quiet; receipts more shipping demand, but there is still a scarcity in delivering. Wheat steady; No. 1 Spring, $1 14; No. 2 Spring, $1 07 spot or November; $1 08 December; $1 09 January; $1 07 February. Corn unsettled; closed dull; No. 2 Mixed, 31 1/2c. spot; Rejected sold 30c. Oats steady; No. 2, 21c.; rejected, 17 1/2c. Rye steady; No. 2, 50c. Barley quiet; No. 2 Fall, 60c. Provisions active and higher; No. 2 Fall, $25. Provisions quiet and weak. Pork, nominally, $13 25@13 50 for New, cash; sales, January at $13 25. Lard steady at 7 3/4c. spot. Bulk Meats dull and nominal for Old; Short Clear Middles, February, 7 3/4c. Hams in pickle, sold at 10 1/2c. Bulk Shoulders, 5c. Middles, boxed, 7c. Whisky steady at 90c. Freights dull and nominal at 15c. 09 3/4c. Receipts—4,000 bbls. Flour, 78,000 bushels Wheat, 24,000 bushels Corn, 20,000 bushels Oats, 16,000 bushels Rye, 25,000 bushels Barley. Shipments—7,000 bbls. Flour, 17,000 bushels Wheat, 32,000 bushels Corn, 27,000 bushels Oats, 15,000 bushels Rye, 190,000 bushels Barley.

WILMINGTON, N. C., Nov. 13.—Spirits of Turpentine firm at 30c. Rosin firm at $2 40 for strained. Crude Turpentine steady at $2 25 for hard; $3 25 for Yellow Dip and Virgin. Tar steady at $2 60.

SAVANNAH, Nov. 12.—Cotton firm and in good demand; Middling, 18 1/4c.; net receipts, 1,227 bales; exports, to Great Britain, 1,929 bales; to the Continent, 650 bales; coastwise, 1,788 bales; sales, 2,141 bales; stock, 32,277 bales.

FOREIGN MARKETS.

LONDON, Nov. 13—11 A. M.—Consols opened at 92 for money, and 92 1/4 for the account. American Securities quiet; United States 5-20 Bonds, 1865s old, 90 3/4; 1867s, 92 3/4; 10-40s, 87; New 5s, 92 1/4; Erie Railway Shares, 20 1/4.

1 P. M.—United States 5-20 Bonds, 1865s, old, 90 3/4; 1867s, 92 3/4.

3 P. M.—Consols and American Securities closed unchanged. Erie Railway Shares, 20 1/4.

PARIS, Nov. 13.—3 P. M.—Rentes closed at 57 70c.

LIVERPOOL, Nov. 13—11 A. M.—Cotton.—The Market opened quiet and steady; Middling Uplands, 9 5/8d.; Middling Orleans, 9 3/4d. The sales of the day are estimated at 10,000 bales.

1 P. M.—Cotton.—The market is quiet and steady. The sales of the day are still estimated at 10,000 bales, including 2,000 bales for speculation and export.

3 P. M.—Cotton.—The market closed unchanged. The sales of the day have been 10,000 bales, including 2,000 bales for export and speculation.

LONDON, Nov. 13.—P. M.—Petroleum, 1s. 6d. per cwt. for No. 12 Dutch Standard, afloat.

3 P. M.—Refined Petroleum, 1s. 6d. per gallon. Tallow, 42s. per cwt.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....6:46 | Sun sets.....4:49 | Moon rises...3:20

HIGH WATER—THIS DAY.

Sandy Hook, 5:39 | Gov. Island, 6:28 | Hell Gate, ...5:50

MARINE INTELLIGENCE.

NEW-YORK.....WEDNESDAY, Nov. 13

Cleared.

Steam-ship Calabria (Br.) McMicken, Liverpool; C. G. Francklyn; Manhattan (Br.,) Price, Liverpool; Williams & Guion; James Bell, Blakeman, Norfolk, &c., Old Dominion Steam-ship Co; Hanks (Ger.) Barends, Hamburg, &c., Kunhardt & Co; Bremen, (Ger.,) Lodewigs, Bremen, Oelrichs & Co; Alsatian, Deane, New-Orleans, Isaac H. Mallory & Co.; Mississippi (Br.,) Spencer, Cienfuegos, Isaac E. Morgan's Sons; Thuringia, (Ger.) Barnden, Glasgow, Hamburg & Co.; Regulator, Freeman, Wilmington, N. C., Leland Steam-ship Co; Philadelphia, Davis, Philadelphia.

Barke Drugt Ivahovski, (Russ.) Carmona, Cork, Stocvich & Co.; Giacinto, (Ital.) Berncher, Queenstown, for orders, A. G. Agresti; Prince Alfred (Br.,) Evans, Liverpool, Funch, Edye & Co.; Providence Louise, Ritters, Queenstown, Order.

Schrs. Allen Lewis, Lewis, Baltimore; Isaac B. Staples & Co.; J. Williams, Metcalf, Stamford, Stamford Manufacturing Co.; Isaac Oliver, Price, Alx; Thomas Hunter, Hunter & Otis; Jacob Horton, Elder, Norfolk; Wm. T. R. Staples & Co.; George W. Richards, Barlow, Hillsboro; P. C. Nevins & Sons; Geo. Smith, Stocton, Port Royal; C. P. Sodwick, Waterbury, Hamilton; Jas. Williams, Hamilton.

Arrived.

Steam-ship Wisconsin, (Br.,) Freeman, Liverpool Oct. 31, via Queenstown, Nov. 4, with mdse. and passengers to Williams & Guion. Nov. 9, lat. 40 30, lon. 61 21, passed a Cunard steamer bound E.; same day, lat. 40 30, lon. 61 6, passed a bark-rigged steamer bound E.; 8th, lat. 41 2, lon. 64 40, passed steam-ship Java, bound for Liverpool; 10th, lat. 41 22, lon. 70 10, passed a Glasgow steamer bound W.; 11th, lat. 41 30, lon. 71 30, passed steamer Bothnia, bound E. Had very heavy gales from Westward. Passed, Oct. 31, lat. 51 45, lon. 31 40, passed a Cunard steamer bound W.; Nov. 1, lat. 51 30, lon. 29 30, passed steamer Vienna, bound E.; 2d, lat. 51 30, lon. 23 30, passed steamer Scotia, bound W.; 3d, lat. 51 30, lon. 18 30, passed steamer Baltic, bound W.; 4th, lat. 51 30, lon. 13 30, passed steamer Manhattan, bound W.; 5th, lat. 51 30, lon. 8 30, passed steamer White Star, bound W.; 6th, lat. 51 30, lon. 3 30, passed steamer St. Laurent, bound W.

Steam-ship City of Limerick, (Br.,) Smallman, Liverpool Oct. 31, via Queenstown Nov. 1st, with mdse. to John G. Dale. Nov. 7, lat. 50 30, lon. 25 30, passed a German steamer bound E.; 8th, lat. 49 30, lon. 34 30, passed a ship-rigged steamer bound E.; 9th, lat. 47 30, lon. 42 30, passed a Cunard steamer bound W.; 10th, lat. 47 30, lon. 47 30, passed a Cunard steamer bound W.; 11th, lat. 47 30, lon. 52 30, passed a Cunard steamer bound W.; 12th, lat. 47 30, lon. 57 30, passed steamer Ontario, bound W.; 13th, lat. 47 30, lon. 62 30, passed steamer Celtic, bound W. Had very heavy gales from Westward.

Steam-ship Thuringia, (Br.,) Meyer, Hamburg, Oct. 30, via Havre, Nov. 7, with mdse. and passengers to Kunhardt & Co. Nov. 7, lat. 49 30, lon. 10 30, passed a Cunard steamer bound W.; 8th, lat. 49 30, lon. 17 30, passed a Cunard steamer bound W.; 9th, lat. 49 30, lon. 24 30, passed a Cunard steamer bound W.; 10th, lat. 49 30, lon. 31 30, passed a Cunard steamer bound W.; 11th, lat. 49 30, lon. 38 30, passed steamer Baltic, bound W.; 12th, lat. 49 30, lon. 45 30, passed steamer White Star, bound W. Had fresh westerly winds and pleasant weather.

Steam-ship City of Limerick, (Br.,) Smallman, Liverpool Nov. 2, via Queenstown, Nov. 3, with mdse. and passengers to John G. Dale.

Steam-ship City of Cork, (Br.,) Dowden, Liverpool Nov. 2, via Queenstown, Nov. 3, with mdse. and passengers to John G. Dale.

Steam-ship Canada, (Br.,) Webster, Liverpool Oct. 26, and Queenstown Nov. 1, with mdse. and 200 passengers to H. & A. Allan.

Steam-ship Ben Nevis, Hazard, Savannah Nov. 9, with mdse. and passengers to Wm. R. Garrison.

Ship Mount Royal, Wilmarth, of and from Liverpool Oct. 8, with mdse. to J. S. Miller & Co. Experienced heavy W. S. W. and W. N. W. gales, accompanied with very heavy seas most of the passage; Oct. 27, lat. 45 30, lon. 32 30, a sea struck the ship carrying away bulwarks, stanchions, &c.

Bark Memorie, (Nor.) Sorensen, Liverpool Oct. 31, via Queenstown, Nov. 4, with mdse. and passengers to Funch, Edye & Co. Nov. 6, lat. 49 30, lon. 6 30, passed a bark-rigged steamer bound E.; 7th, lat. 49 30, lon. 13 30, passed a bark-rigged steamer bound E.; 8th, lat. 49 30, lon. 20 30, passed a bark-rigged steamer bound E.; 9th, lat. 49 30, lon. 27 30, passed a bark-rigged steamer bound E.; 10th, lat. 49 30, lon. 34 30, passed a bark-rigged steamer bound E.; 11th, lat. 49 30, lon. 41 30, passed a bark-rigged steamer bound E.; 12th, lat. 49 30, lon. 48 30, passed a bark-rigged steamer bound E.; 13th, lat. 49 30, lon. 55 30, passed a bark-rigged steamer bound E.; 14th, lat. 49 30, lon. 62 30, passed a bark-rigged steamer bound E.; 15th, lat. 49 30, lon. 69 30, passed a bark-rigged steamer bound E.; 16th, lat. 49 30, lon. 76 30, passed a bark-rigged steamer bound E.; 17th, lat. 49 30, lon. 83 30, passed a bark-rigged steamer bound E.; 18th, lat. 49 30, lon. 90 30, passed a bark-rigged steamer bound E.; 19th, lat. 49 30, lon. 97 30, passed a bark-rigged steamer bound E.; 20th, lat. 49 30, lon. 104 30, passed a bark-rigged steamer bound E.; 21st, lat. 49 30, lon. 111 30, passed a bark-rigged steamer bound E.; 22d, lat. 49 30, lon. 118 30, passed a bark-rigged steamer bound E.; 23d, lat. 49 30, lon. 125 30, passed a bark-rigged steamer bound E.; 24th, lat. 49 30, lon. 132 30, passed a bark-rigged steamer bound E.; 25th, lat. 49 30, lon. 139 30, passed a bark-rigged steamer bound E.; 26th, lat. 49 30, lon. 146 30, passed a bark-rigged steamer bound E.; 27th, lat. 49 30, lon. 153 30, passed a bark-rigged steamer bound E.; 28th, lat. 49 30, lon. 160 30, passed a bark-rigged steamer bound E.; 29th, lat. 49 30, lon. 167 30, passed a bark-rigged steamer bound E.; 30th, lat. 49 30, lon. 174 30, passed a bark-rigged steamer bound E.; Dec. 1, lat. 49 30, lon. 179 30, passed a bark-rigged steamer bound E.; 2d, lat. 49 30, lon. 172 30 W., passed a bark-rigged steamer bound E.; 3d, lat. 49 30, lon. 165 30 W., passed a bark-rigged steamer bound E.; 4th, lat. 49 30, lon. 158 30 W., passed a bark-rigged steamer bound E.; 5th, lat. 49 30, lon. 151 30 W., passed a bark-rigged steamer bound E.; 6th, lat. 49 30, lon. 144 30 W., passed a bark-rigged steamer bound E.; 7th, lat. 49 30, lon. 137 30 W., passed a bark-rigged steamer bound E.; 8th, lat. 49 30, lon. 130 30 W., passed a bark-rigged steamer bound E.; 9th, lat. 49 30, lon. 123 30 W., passed a bark-rigged steamer bound E.; 10th, lat. 49 30, lon. 116 30 W., passed a bark-rigged steamer bound E.; 11th, lat. 49 30, lon. 109 30 W., passed a bark-rigged steamer bound E.; 12th, lat. 49 30, lon. 102 30 W., passed a bark-rigged steamer bound E.; 13th, lat. 49 30, lon. 95 30 W., passed a bark-rigged steamer bound E.; 14th, lat. 49 30, lon. 88 30 W., passed a bark-rigged steamer bound E.; 15th, lat. 49 30, lon. 81 30 W., passed a bark-rigged steamer bound E.; 16th, lat. 49 30, lon. 74 30 W., passed a bark-rigged steamer bound E.; 17th, lat. 49 30, lon. 67 30 W., passed a bark-rigged steamer bound E.; 18th, lat. 49 30, lon. 60 30 W., passed a bark-rigged steamer bound E.; 19th, lat. 49 30, lon. 53 30 W., passed a bark-rigged steamer bound E.; 20th, lat. 49 30, lon. 46 30 W., passed a bark-rigged steamer bound E.; 21st, lat. 49 30, lon. 39 30 W., passed a bark-rigged steamer bound E.; 22d, lat. 49 30, lon. 32 30 W., passed a bark-rigged steamer bound E.; 23d, lat. 49 30, lon. 25 30 W., passed a bark-rigged steamer bound E.; 24th, lat. 49 30, lon. 18 30 W., passed a bark-rigged steamer bound E.; 25th, lat. 49 30, lon. 11 30 W., passed a bark-rigged steamer bound E.; 26th, lat. 49 30, lon. 4 30 W., passed a bark-rigged steamer bound E.; 27th, lat. 49 30, lon. 2 30 E., passed a bark-rigged steamer bound E.; 28th, lat. 49 30, lon. 9 30 E., passed a bark-rigged steamer bound E.; 29th, lat. 49 30, lon. 16 30 E., passed a bark-rigged steamer bound E.; 30th, lat. 49 30, lon. 23 30 E., passed a bark-rigged steamer bound E.; 31st, lat. 49 30, lon. 30 30 E., passed a bark-rigged steamer bound E.; Jan. 1, lat. 49 30, lon. 37 30 E., passed a bark-rigged steamer bound E.; 2d, lat. 49 30, lon. 44 30 E., passed a bark-rigged steamer bound E.; 3d, lat. 49 30, lon. 51 30 E., passed a bark-rigged steamer bound E.; 4th, lat. 49 30, lon. 58 30 E., passed a bark-rigged steamer bound E.; 5th, lat. 49 30, lon. 65 30 E., passed a bark-rigged steamer bound E.; 6th, lat. 49 30, lon. 72 30 E., passed a bark-rigged steamer bound E.; 7th, lat. 49 30, lon. 79 30 E., passed a bark-rigged steamer bound E.; 8th, lat. 49 30, lon. 86 30 E., passed a bark-rigged steamer bound E.; 9th, lat. 49 30, lon. 93 30 E., passed a bark-rigged steamer bound E.; 10th, lat. 49 30, lon. 100 30 E., passed a bark-rigged steamer bound E.; 11th, lat. 49 30, lon. 107 30 E., passed a bark-rigged steamer bound E.; 12th, lat. 49 30, lon. 114 30 E., passed a bark-rigged steamer bound E.; 13th, lat. 49 30, lon. 121 30 E., passed a bark-rigged steamer bound E.; 14th, lat. 49 30, lon. 128 30 E., passed a bark-rigged steamer bound E.; 15th, lat. 49 30, lon. 135 30 E., passed a bark-rigged steamer bound E.; 16th, lat. 49 30, lon. 142 30 E., passed a bark-rigged steamer bound E.; 17th, lat. 49 30, lon. 149 30 E., passed a bark-rigged steamer bound E.; 18th, lat. 49 30, lon. 156 30 E., passed a bark-rigged steamer bound E.; 19th, lat. 49 30, lon. 163 30 E., passed a bark-rigged steamer bound E.; 20th, lat. 49 30, lon. 170 30 E., passed a bark-rigged steamer bound E.; 21st, lat. 49 30, lon. 177 30 E., passed a bark-rigged steamer bound E.; 22d, lat. 49 30, lon. 175 30 W., passed a bark-rigged steamer bound E.; 23d, lat. 49 30, lon. 168 30 W., passed a bark-rigged steamer bound E.; 24th, lat. 49 30, lon. 161 30 W., passed a bark-rigged steamer bound E.; 25th, lat. 49 30, lon. 154 30 W., passed a bark-rigged steamer bound E.; 26th, lat. 49 30, lon. 147 30 W., passed a bark-rigged steamer bound E.; 27th, lat. 49 30, lon. 140 30 W., passed a bark-rigged steamer bound E.; 28th, lat. 49 30, lon. 133 30 W., passed a bark-rigged steamer bound E.; 29th, lat. 49 30, lon. 126 30 W., passed a bark-rigged steamer bound E.; 30th, lat. 49 30, lon. 119 30 W., passed a bark-rigged steamer bound E.; 31st, lat. 49 30, lon. 112 30 W., passed a bark-rigged steamer bound E.; Feb. 1, lat. 49 30, lon. 105 30 W., passed a bark-rigged steamer bound E.; 2d, lat. 49 30, lon. 98 30 W., passed a bark-rigged steamer bound E.; 3d, lat. 49 30, lon. 91 30 W., passed a bark-rigged steamer bound E.; 4th, lat. 49 30, lon. 84 30 W., passed a bark-rigged steamer bound E.; 5th, lat. 49 30, lon. 77 30 W., passed a bark-rigged steamer bound E.; 6th, lat. 49 30, lon. 70 30 W., passed a bark-rigged steamer bound E.; 7th, lat. 49 30, lon. 63 30 W., passed a bark-rigged steamer bound E.; 8th, lat. 49 30, lon. 56 30 W., passed a bark-rigged steamer bound E.; 9th, lat. 49 30, lon. 49 30 W., passed a bark-rigged steamer bound E.; 10th, lat. 49 30, lon. 42 30 W., passed a bark-rigged steamer bound E.; 11th, lat. 49 30, lon. 35 30 W., passed a bark-rigged steamer bound E.; 12th, lat. 49 30, lon. 28 30 W., passed a bark-rigged steamer bound E.; 13th, lat. 49 30, lon. 21 30 W., passed a bark-rigged steamer bound E.; 14th, lat. 49 30, lon. 14 30 W., passed a bark-rigged steamer bound E.; 15th, lat. 49 30, lon. 7 30 W., passed a bark-rigged steamer bound E.; 16th, lat. 49 30, lon. 0 30 E., passed a bark-rigged steamer bound E.; 17th, lat. 49 30, lon. 7 30 E., passed a bark-rigged steamer bound E.; 18th, lat. 49 30, lon. 14 30 E., passed a bark-rigged steamer bound E.; 19th, lat. 49 30, lon. 21 30 E., passed a bark-rigged steamer bound E.; 20th, lat. 49 30, lon. 28 30 E., passed a bark-rigged steamer bound E.; 21st, lat. 49 30, lon. 35 30 E., passed a bark-rigged steamer bound E.; 22d, lat. 49 30, lon. 42 30 E., passed a bark-rigged steamer bound E.; 23d, lat. 49 30, lon. 49 30 E., passed a bark-rigged steamer bound E.; 24th, lat. 49 30, lon. 56 30 E., passed a bark-rigged steamer bound E.; 25th, lat. 49 30, lon. 63 30 E., passed a bark-rigged steamer bound E.; 26th, lat. 49 30, lon. 70 30 E., passed a bark-rigged steamer bound E.; 27th, lat. 49 30, lon. 77 30 E., passed a bark-rigged steamer bound E.; 28th, lat. 49 30, lon. 84 30 E., passed a bark-rigged steamer bound E.; 29th, lat. 49 30, lon. 91 30 E., passed a bark-rigged steamer bound E.; 30th, lat. 49 30, lon. 98 30 E., passed a bark-rigged steamer bound E.; 31st, lat. 49 30, lon. 105 30 E., passed a bark-rigged steamer bound E.; Feb. 1, lat. 49 30, lon. 112 30 E., passed a bark-rigged steamer bound E.; 2d, lat. 49 30, lon. 119 30 E., passed a bark-rigged steamer bound E.; 3d, lat. 49 30, lon. 126 30 E., passed a bark-rigged steamer bound E.; 4th, lat. 49 30, lon. 133 30 E., passed a bark-rigged steamer bound E.; 5th, lat. 49 30, lon. 140 30 E., passed a bark-rigged steamer bound E.; 6th, lat. 49 30, lon. 147 30 E., passed a bark-rigged steamer bound E.; 7th, lat. 49 30, lon. 154 30 E., passed a bark-rigged steamer bound E.; 8th, lat. 49 30, lon. 161 30 E., passed a bark-rigged steamer bound E.; 9th, lat. 49 30, lon. 168 30 E., passed a bark-rigged steamer bound E.; 10th, lat. 49 30, lon. 175 30 E., passed a bark-rigged steamer bound E.; 11th, lat. 49 30, lon. 178 30 W., passed a bark-rigged steamer bound E.; 12th, lat. 49 30, lon. 171 30 W., passed a bark-rigged steamer bound E.; 13th, lat. 49 30, lon. 164 30 W., passed a bark-rigged steamer bound E.; 14th, lat. 49 30, lon. 157 30 W., passed a bark-rigged steamer bound E.; 15th, lat. 49 30, lon. 150 30 W., passed a bark-rigged steamer bound E.; 16th, lat. 49 30, lon. 143 30 W., passed a bark-rigged steamer bound E.; 17th, lat. 49 30, lon. 136 30 W., passed a bark-rigged steamer bound E.; 18th, lat. 49 30, lon. 129 30 W., passed a bark-rigged steamer bound E.; 19th, lat. 49 30, lon. 122 30 W., passed a bark-rigged steamer bound E.; 20th, lat. 49 30, lon. 115 30 W., passed a bark-rigged steamer bound E.; 21st, lat. 49 30, lon. 108 30 W., passed a bark-rigged steamer bound E.; 22d, lat. 49 30, lon. 101 30 W., passed a bark-rigged steamer bound E.; 23d, lat. 49 30, lon. 94 30 W., passed a bark-rigged steamer bound E.; 24th, lat. 49 30, lon. 87 30 W., passed a bark-rigged steamer bound E.; 25th, lat. 49 30, lon. 80 30 W., passed a bark-rigged steamer bound E.; 26th, lat. 49 30, lon. 73 30 W., passed a bark-rigged steamer bound E.; 27th, lat. 49 30, lon. 66 30 W., passed a bark-rigged steamer bound E.; 28th, lat. 49 30, lon. 59 30 W., passed a bark-rigged steamer bound E.; 29th, lat. 49 30, lon. 52 30 W., passed a bark-rigged steamer bound E.; 30th, lat. 49 30, lon. 45 30 W., passed a bark-rigged steamer bound E.; 31st, lat. 49 30, lon. 38 30 W., passed a bark-rigged steamer bound E.; Feb. 1, lat. 49 30, lon. 31 30 W., passed a bark-rigged steamer bound E.; 2d, lat. 49 30, lon. 24 30 W., passed a bark-rigged steamer bound E.; 3d, lat. 49 30, lon. 17 30 W., passed a bark-rigged steamer bound E.; 4th, lat. 49 30, lon. 10 30 W., passed a bark-rigged steamer bound E.; 5th, lat. 49 30, lon. 3 30 W., passed a bark-rigged steamer bound E.; 6th, lat. 49 30, lon. 3 30 E., passed a bark-rigged steamer bound E.; 7th, lat. 49 30, lon. 10 30 E., passed a bark-rigged steamer bound E.; 8th, lat. 49 30, lon. 17 30 E., passed a bark-rigged steamer bound E.; 9th, lat. 49 30, lon. 24 30 E., passed a bark-rigged steamer bound E.; 10th, lat. 49 30, lon. 31 30 E., passed a bark-rigged steamer bound E.; 11th, lat. 49 30, lon. 38 30 E., passed a bark-rigged steamer bound E.; 12th, lat. 49 30, lon. 45 30 E., passed a bark-rigged steamer bound E.; 13th, lat. 49 30, lon. 52 30 E., passed a bark-rigged steamer bound E.; 14th, lat. 49 30, lon. 59 30 E., passed a bark-rigged steamer bound E.; 15th, lat. 49 30, lon. 66 30 E., passed a bark-rigged steamer bound E.; 16th, lat. 49 30, lon. 73 30 E., passed a bark-rigged steamer bound E.; 17th, lat. 49 30, lon. 80 30 E., passed a bark-rigged steamer bound E.; 18th, lat. 49 30, lon. 87 30 E., passed a bark-rigged steamer bound E.; 19th, lat. 49 30, lon. 94 30 E., passed a bark-rigged steamer bound E.; 20th, lat. 49 30, lon. 101 30 E., passed a bark-rigged steamer bound E.; 21st, lat. 49 30, lon. 108 30 E., passed a bark-rigged steamer bound E.; 22d, lat. 49 30, lon. 115 30 E., passed a bark-rigged steamer bound E.; 23d, lat. 49 30, lon. 122 30 E., passed a bark-rigged steamer bound E.; 24th, lat. 49 30, lon. 129 30 E., passed a bark-rigged steamer bound E.; 25th, lat. 49 30, lon. 136 30 E., passed a bark-rigged steamer bound E.; 26th, lat. 49 30, lon. 143 30 E., passed a bark-rigged steamer bound E.; 27th, lat. 49 30, lon. 150 30 E., passed a bark-rigged steamer bound E.; 28th, lat. 49 30, lon. 157 30